The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150 *Fleet Street*

PARIS AND EUROPE:—AMBERE FRINCE, 36, *Rue Lafayette, Paris*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. O. HEINEZEN & Co., *Manila*

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. | CHOW TUNG SHANG, Esq.
CHAN KIE SHAN, Esq. | W. WOTTON, Esq.
C. J. HIBET, Esq. | KWAN HOI CHUEN, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

Advisory Committee in London.
THOMAS CARMICHAEL, Esq., Messrs Dent, Palmer & Co.
JOHN BUTTERY, Esq., Messrs John Buttery & Co.
C. B. STUART WORTLEY, Esq., M.P. for Hallam.
GEO. MUNRO,.....*Manager*.

Bankers.
THE ALLIANCE BANK, LIMITED.
THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, *Manager*.

Shanghai—C. J. GALLOWAY, *Manager*.

Amoy—J. ANDERSON, *Manager*.

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed 5 %.
do. 6 do. do. 4 %.
do. 3 do. do. 3 %.
Current Accounts 2 %.

For rates of Interest for other periods apply to the MANAGER.

Hongkong, May 13, 1892. 22

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 3,300,000.
RESERVE LIABILITY OF PROP'TORS.....$10,000,000.

COURT OF DIRECTORS:—
T. E. DAVIES, Esq.—Chairman.
H. HOPPIUS, Esq.—Deputy Chairman.

James J. Bell Irving, Esq. | ALEX. McCONACHIE, Esq.
C. J. Holliday, Esq. | J. S. MOSES, Esq.
Carl Jantzen, Esq. | D. R. SASSOON, Esq.
Julius Kramer, Esq.

CHIEF MANAGER:
Hongkong—F. DE BOVIS, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING Co. LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance up to $200,000.
On Fixed Deposits.—
For 6 months 3½ per cent. per annum.
" 12 " 4½ " " up to $200,000.
" 12 " 4 " " on sums in excess of $200,000.

F. DE BOVIS,
Chief Manager.
Hongkong, August 13, 1892. 1435

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4½ PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
F. DE BOVIS,
Chief Manager.
Hongkong, August 1, 1891. 1515

PEAK HOTEL.

THIS Commodious and Well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has been LEASED by the PROPRIETORS of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in QUEEN'S ROAD, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly Renovated, Redecorated and Refurnished.

A NEW and HANDSOME BAR has been Opened on the Basement, while a New BAR and BILLIARD ROOM has been erected on the main floor.

CHOPS, STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."

DORABJEE & HING KEE,
Lessees.
Hongkong, August 12, 1892. 1396

Notices of Firms.

HONGKONG TRADING COMPANY, LIMITED.

I BEG to inform the Public that the BUSINESS of the above Company and a large Portion of the STOCK-IN-TRADE was SOLD to Mr EDWIN BYRNE on the 19th August, 1892, from which date the Company's RESPONSIBILITY in the said Business CEASED.

All Accounts against the Company should be sent in for collection before the 30th SEPTEMBER, 1892.

It is specially requested that all Outstanding Accounts be paid promptly to the Undersigned, so that the Company's Books can be closed up without delay.

W. W. CLIFFORD,
Liquidator.
Hongkong, August 20, 1892.

HONGKONG TRADING CO.

NOTICE OF REMOVAL.

THE BUSINESS of the above Company will from the 1st SEPTEMBER be carried on in NEW PREMISES specially adapted at Nos. 1, 3, 5 and 7 D'AGUILAR STREET.

DEPARTMENTS.

DRAPERY & MILLINERY,
GENTLEMEN'S OUTFITTING,
FURNISHING & DRAPERY.

HONGKONG TRADING COMPANY,
J. P. COTTAM,
Managing Partner.
Hongkong, August 20, 1892. 1438

Intimations.

NEW ORIENTAL BANK CORPORATION, LIMITED (IN LIQUIDATION).

NOTICE TO CREDITORS.

CLAIMS on the HONGKONG BRANCH must be sent to the Undersigned.

Forms may be had on application.

E. W. RUTTER,
Attorney for the Liquidator.
Hongkong, August 24, 1892. 1460

HONGKONG TRADING CO., LD.
(IN LIQUIDATION).

OFFERING
On THURSDAY & FRIDAY Only.
At LESS THAN COST, to Clear,
NEW GOODS not taken over by the NEW HONGKONG TRADING COMPANY.

CURTAIN MATERIALS, &c.
DAMASKS, various Colours & Textures.
REPPS, do. do.
ART SERGES, do. do.
Silk FRINGES, do. do.
Cretonne LININGS, do. do.
Stair DAMASKS.
Crumb CLOTHS.
American LEATHERS, do. do.
&c., &c., &c.

The STORE will be CLOSED from SATURDAY MORNING to End of the Month, to allow the New Company to remove into their New Premises, Nos. 1, 3, 5 & 7, D'AGUILAR STREET.

HONGKONG TRADING Co., Ld.
(In Liquidation),
4, QUEEN'S ROAD.
Hongkong, August 24, 1892. 1463

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of FRANCISCO MARIA DE PAULA BYNDMAN, late of Victoria, in the Colony of Hongkong, CLERK, *Deceased*.

NOTICE is hereby given that the Honourable the CHIEF JUSTICE having, in virtue of Section 3 of Ordinance 9 of 1870, made an Order limiting to the 30TH of SEPTEMBER, 1892, the time for sending in CLAIMS against the said Estate,

All Creditors are hereby required to send in their CLAIMS to the Undersigned before the said date.

Dated the 24th day of August, 1892.

BRUCE SHEPHERD,
Acting Registrar.
1461

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the provision of No. 121 of the Articles of Association, the General Agents have This Day declared an Interim DIVIDEND of 5 PER CENT. for the Half Year ending 30th June, 1892, on the Paid-up Capital of the Company.

Dividend WARRANTS Payable on MONDAY, the 29th August, will be issued to SHAREHOLDERS.

The Transfer BOOKS of the Company will be CLOSED from the 23rd to the 29th Instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, August 18, 1892. 1423

THE SINGAPORE INSURANCE COMPANY, LIMITED.

APPLICATIONS for the Post of SECRETARY, which will be vacant towards the end of the year, are invited. A thorough practical knowledge of FIRE and MARINE BUSINESS is necessary.

Singapore, July 14, 1892. 1322

Business Notices.

LANE, CRAWFORD & Co.

SHOOTING SEASON, 1892!

DOUBLE-BARRELLED HAMMERLESS FOWLING PIECES.
MARTINI-HENRI MATCH RIFLES, WINCHESTER CARBINES.
SMITH & WESSON'S, COLT'S and 'BULL DOG' REVOLVERS.
ELEY'S CARTRIDGE CASES.
DAMP-PROOF, GREEN, BLUE AND BROWN.

WADS, CAPS, RECAPPING and LOADING MACHINES.
CARTRIDGE BELTS and BAGS, FLASKS, GUN CLEANERS, and SPORTING SUNDRIES of every description.
PIGOU & WILK'S 'ALLIANCE' SPORTING POWDER.
SPORTING CARTRIDGES LOADED TO ORDER.
NEWCASTLE CHILLED SHOT.
SHOOTING SUITS, KNICKERBOCKER STOCKINGS, SUN HATS, CAMP BEDS AND CAMP FURNITURE.
TRAVELLERS' COOKING STOVES.

LANE, CRAWFORD & Co.
Hongkong, August 22, 1892. 1445

ROBERT LANG & Co.

NEW GOODS.

A LARGE SELECTION OF WHITE AND STRIPE FLANNELS AND SERGES.
TROPICAL TWEEDS, HOMESPUNS AND COATINGS.
TERAI HATS (ALL COLORS) AND SUN HATS.
BOOTS AND SHOES.
WATERPROOF COATS AND UMBRELLAS.
&c., &c., &c. 885

W. POWELL & Co.

GREAT CLEARANCE SALE.

HOUSE FILTERS,
DINING ROOM FILTERS,
BED ROOM FILTERS,
ALL AT REDUCED RATES.
W. POWELL & Co.
Hongkong, August 25, 1892. 1469

THE MOUNT AUSTIN HOTEL,

Telegraphic address "EXCELSIOR," Hongkong, A. B. C. Code. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

THIS Magnificent HOTEL is situated at the most beautiful part of the Peak, the Air cool and bracing, the Temperature being at least 10 degrees lower than in the valley beneath, Luxuriously furnished, and Cuisine and Wines First-class.

THE TABLE D'HOTE DINNER,
Is served in the GRAND DINING ROOM AT 7.45 P.M.

Arrangements can be made for DINNER PARTIES in PRIVATE ROOMS. Tables or Seats can be reserved for the TABLE D'HOTE, and WINES iced to order.

On SATURDAY, the 3rd September (by kind permission of LT.-COLONEL RAVENHILL and OFFICERS), the BAND of the First Shropshire Light Infantry will play during DINNER and afterwards in the Grounds of the Hotel.

For further Particulars apply to the Undersigned or to the SECRETARY at the Company's OFFICE, 38 and 40, Queen's Road Central.

R. ISHERWOOD, *Manager*, MOUNT AUSTIN HOTEL.
Hongkong, August 24, 1892. 1327

DAWSON'S BOOTS

WEAR LONGER,
LOOK BETTER,
ARE EASIER

Than any other make. None are genuine without this

TRADE MARK STAMPED ON SOLES.

Write for Catalogue for Wholesale Trade,

JOSEPH DAWSON & SONS,
WHOLESALE AND EXPORT
BOOT AND SHOE MANUFACTURERS,
23, London Wall, London.—Factory, Northampton.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 7 PER CENT. per Share, for the Six Months ended 30th June, 1892, declared at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION on and after TUESDAY, the 23rd Instant, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the Company's OFFICE, No. 14, Praya Central.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, August 23, 1892. 1450

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-Year ending 30th June last, at the Rate of (£1) ONE POUND STERLING per Share of $125 is PAYABLE on and after MONDAY, the 22nd day of August current, at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,
F. DE BOVIS,
Chief Manager.
Hongkong, August 20, 1892. 1436

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION on SATURDAY NEXT, the 27th Instant.

ED. ROBINSON,
Hon. Secretary.
Hongkong, August 22, 1892. 1447

Intimations.

NOTICE.

DURING the REPAIRS to the SUPREME COURT HOUSE, the COURT will Sit in SUMMARY JURISDICTION on and after the 22nd Instant at the MASONIC HALL, Zetland Street. And the COURT will Sit in ORIGINAL JURISDICTION either at the SUPREME COURT HOUSE or at the MASONIC HALL aforesaid, as may be from time to time directed.

By Order,
BRUCE SHEPHERD,
Acting Registrar.
SUPREME COURT,
11th August, 1892. 1337

WANTED—A DUTCH-ENGLISH or DUTCH-FRENCH DICTIONARY, either New or Second-hand. A Good Price will be given.

Apply to 'J. R.,'
China Mail Office.
Hongkong, August 19, 1892. 1429

NOTICE.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the above Company are requested to send them in AT ONCE for Transfer.

A Circular will be sent to each SHAREHOLDER, in reference to the re-construction of the Company.

A. O'D. GOURDIN,
Secretary.
Hongkong, May 25, 1892. 940

Auctions.

PUBLIC AUCTION
OF
VALUABLE
HOUSEHOLD FURNITURE, PICTURES, GLASS AND SILVER-WARE, ETC., ETC.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,
the 26th August, 1892, and
On SATURDAY,
the 27th August, 1892,
COMMENCING EACH DAY, AT 2.30 P.M., at Nos. 52 & 54, HOLLYWOOD ROAD,—
THE WHOLE OF THE
VALUABLE HOUSEHOLD FURNITURE, ENGLISH, AMERICAN, HALL & HOLTZ AND MABINBURCK-MADE,
consisting of:—

DRAWING-ROOM SUITES, UPHOLSTERED in PEACOCK BLUE, VELVET and OLD GOLD PLUSH with CURTAINS to MATCH, A QUANTITY of EASY CHAIRS RICHLY UPHOLSTERED, HANDSOME CURTAINS in DIFFERENT STYLES of SILK TAPESTRY, PLUSH VELVET, ETC., ETC.; WHITE LACE CURTAINS, AXMINSTER and BRUSSELS CARPETS and RUGS, ETC., VERY HANDSOME RICHLY GILT AMERICAN-MADE OVERMANTEL, OVERMANTELS and MIRRORS in DIFFERENT STYLES and MAKES, CANTON BLACKWOOD MARBLE-TOP TABLES, VALUABLE OIL PAINTINGS, PHOTOS, CHROMOS, FINE AMERICAN OLEOGRAPHS, ETC., HANDSOME FRENCH ORMOLU CLOCK, FINE MARBLE MANTEL CLOCKS, BRONZE STATUARY and ORNAMENTS, FANCY PORCELAIN ORNAMENTS, JAPANESE CLOISONNÉ and PORCELAIN VASES, ETC., ETC.

1 COTTAGE PIANO, by 'APOLLO,' DRESDEN.
1 COTTAGE PIANO, by 'LUNAR.'
1 PIANINO, by 'JOHN BROADWOOD & SONS.'

ENGLISH-MADE ROSEWOOD BUFFET, HANDSOMELY CARVED with HEAVY BEVELED MIRROR BACKS, CONSOLE TABLE and GLASS; SILVER CUPBOARD, ETC., ETC.

EXTENSION DINING TABLE, ENGLISH-MADE, MOROCCO DINING CHAIRS, COUCH and EASY CHAIRS.

A FINE COLLECTION of FANCY SILVER-WARE, ELECTRO-PLATED, GLASS and CROCKERY WARE, CUTLERY, HANDSOME SOLID BRASS SIX-BURNER GASELIER, GASELIERS of DIFFERENT SIZES, GAS BRACKETS.

HANDSOME AMERICAN-MADE BEDSTEADS and SPRING MATTRESSES, ETC., BLANKETS, BED and TABLE LINEN.

VERY HANDSOME SINGLE and DOUBLE WARDROBES for LADIES and GENTLEMEN, in the BEST MAKES, with PLATE GLASS DOORS, PLAIN TEAK WARDROBES SINGLE and DOUBLE, HANDSOME MARBLE-TOP LADY'S DRESSING TABLES, LADY'S WRITING DESKS and BUREAUX; HANDSOME MARBLE-TOP WASHING-STANDS, SINGLE and DOUBLE TOILET SETS, ETC.

BEDROOM SUITES in DIFFERENT UPHOLSTERY, ETC., ETC.

A QUANTITY of SHANGHAI BATHS, ETC., ETC.

A VERY FINE COOKING RANGE and UTENSILS,

ETC., ETC., ETC.

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, August 25, 1892. 1417

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction
(On account and risk of the concerned)
ON
SATURDAY,
the 27th Instant, at Noon, at Messrs. JARDINE, MATHESON & Co.'s. KEROSINE GODOWNS, Wanchai,—

EX *MABEL TAYLOR*,
10,000 CASES 'COMET' BRAND KEROSINE OIL,
all in good and sound condition.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 22, 1892. 1449

GOVERNMENT NOTIFICATION.

No. 349.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION; to be held on the Spot, on MONDAY, the 29th day of August, 1892, at 4 p.m., are published for general information.

By Command,
G. T. M. O'BRIEN,
Colonial Secretary.
COLONIAL SECRETARY'S OFFICE,
Hongkong, 13th August, 1892. 1442

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 29th day of August, 1892, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lot.

No. of Plan.	Description of Lot.	Locality.	Boundary Measurements. N.	E.	S.	W.	Quantity in Square feet.	Annual Rent. $	c.	Upset Price. $
			ft.	ft.	ft.	ft.				
1	Inland Lot No. 1315	Morrison Hill Road	145.8	93.8	100	89	11,120	126		2,446

TO LET.

NO. 16, KNUTSFORD TERRACE, KOWLOON,—End House.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, July 19, 1892. 816

To Let.

TO BE LET OR SOLD.

NO. 52, HOLLYWOOD ROAD.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, August 18, 1892. 1420

TO LET.

TUSCULUM, MAGAZINE GAP. Nos. 2 and 4, SEYMOUR TERRACE. No. 4, PEDDER'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, July 4, 1892. 825

TO LET.

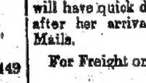
NO. 4, BLUE BUILDINGS,
FIRST FLOOR, No. 1, BLUE BUILDINGS.
OFFICES—2ND FLOOR, Praya Central (lately occupied by Messrs. DUNN, MELEYE & Co.)
GODOWN (under Messrs. DOUGLAS LAPRAIK & Co.'s Offices).
GODOWN, No. 1A, BLUE BUILDINGS.
SEMI-DETACHED HOUSES, at MAGAZINE GAP.
No. 2 and 2A, STAUNTON STREET (corner of the OLD BAILEY).
No. 10, OLD BAILEY.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, July 19, 1892. 1254

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR FOOCHOW AND TIENTSIN.



The Steamship *Singan*, Captain PRICE, will be despatched as above on MONDAY, the 29th Instant, at 5 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 24, 1892. 1458

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Catherine Apcar*, Captain J. G. CLIFFORD, will be despatched for the above Ports on TUESDAY, the 30th Inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, August 24, 1892. 1464

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Palamed*, Captain JACKSON, will be despatched as above on FRIDAY, the 2nd Proximo.

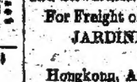
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 19, 1892. 1428

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Macduff*, PORTER, Commander, will be despatched for the above Port on or about FRIDAY, the 2nd September.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, August 18, 1892. 1422

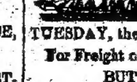
STEAM TO SHANGHAI.



The P. & O. S. N. Co.'s Steamship *Bokhara*, Capt. C. D. SAMS, R.N.R., will have quick despatch for the above port after her arrival here with the outward Mails.

For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 23, 1892. 1453

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)



The P. & O. S. N. Co.'s Steamship *Ancona*, Captain W. D. MUDIE, will leave for the above places at Daylight, on SATURDAY, the 3rd September.

For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, August 23, 1892. 1454

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glenaven*, Capt. A. J. JACOBS, will be despatched as above on or about SATURDAY, the 3rd September.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 11, 1892. 1386

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK *VIA* SUEZ CANAL.

The Co.'s Steamship *Telamon*, Capt. JACKSON, will be despatched as above on TUESDAY, the 6th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 24, 1892. 1409

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

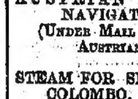
FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haitan*, Capt. GODNARD, will be despatched for the above Ports TO-MORROW, the 26th Instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, August 25, 1892. 1456

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)



The Co.'s Steamship *Berenice*, Captain MERSA, will be despatched as above TO-MORROW, the 26th Instant, at 1 p.m.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, August 25, 1892. 1411

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Kowshing*, Capt. T. R. GALSWORTHY, will be despatched as above on SATURDAY, the 27th Instant, at 3 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 22, 1892. 1448

OCEAN STEAMSHIP COMPANY.

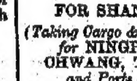
FOR SHANGHAI *VIA* AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Pelisurus*, Captain JACKSON, will be despatched as above on SATURDAY, the 27th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 24, 1892. 1457

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* PORTS OF CALL.



The Co.'s Steamship *Kintuck*, W. S. THOMSON, Commander, will be despatched as above on or about the 28th Instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, August 22, 1892. 1383

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HAIPHONG.
(Taking Passengers for HOIHOW *and Cargo for* TOURANE & QUINHON.)

The Co.'s Steamship *Haiphong*, Captain GALLETTI, will leave for the above Ports on MONDAY, the 29th Inst., at Noon.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, August 24, 1892. 1465

MOGUL LINE OF STEAMERS.

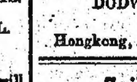
FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Ghazee*, Capt. SCOTLAND, will be despatched as above on or about MONDAY, the 29th Instant, at 5 p.m., instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, August 22, 1892. 1426

Sailing Vessels.

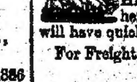
FOR SAN FRANCISCO.



The 3/3 *L.I.I.* British Ship *John Mcleod*, HENDERSON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, July 22, 1892. 1362

FOR NEW YORK.



The 3/3 *L.I.I.* German Ship *Carl Friedrich*, HAAK, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, August 8, 1892. 1368

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic..........................TUESDAY, Aug. 30.
Oceanic.........................TUESDAY, Sept. 20.
Gaelic, v. Honolulu....TUESDAY, Oct. 11.

THE Steamship *BELGIC* will be despatched for San Francisco, *via* Yokohama, on TUESDAY, 30th August, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimault New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. $225.00
To Liverpool and London $325.00
To Paris and Bremen $345.00
To Havre and Hamburg..........$335.00
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y. Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York........	319.75	315.00
Boston, Mass	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months $337.50
12 „ $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received day the Company's Office until 5 p.m. the at previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, *Agent.*

Hongkong, July 30, 1892. 1319

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, PLYMOUTH AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *SURAT*, Captain R. J. SLEEMAN, with Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, 1st September, at Noon, (connecting with the *ORIENTAL* at BOMBAY, which Vessel takes on her Cargo for LONDON, *via* SUEZ CANAL, leaving that port on the 24TH SEPTEMBER).

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed *via* Bombay. Tea will be sent either *via* Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

H. H. JOSEPH, *Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, August 23, 1892. 1455

Notices to Consignees.

STEAMSHIP *MELBOURNE.*

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex Steamships *Guadalquiver* and *Manche*, from Havre ex Steamship *Guadalquiver*, and from Bordeaux ex Steamship *Marie*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S Godowns, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Tuesday), the 23rd Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 30th Instant, at Noon, will be subject to rent, and landing charges.

All Claims must be sent in to me on or before TUESDAY, the 30th Instant, or they will not be recognised.

All Damaged Packages will be examined on TUESDAY, the 30th Instant, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, *Agent.*

Hongkong, August 23, 1892. 1452

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's S.S. *Kaisow*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the OFFICE of the Undersigned before Noon, on the 25th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., *Agents.*

Hongkong, August 19, 1892. 1427

GLEN LINE OF STEAM PACKETS.

FROM NEW YORK.

THE Steamship *Glenogle*, having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LTD., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 26th Inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 2nd September, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., *Agents.*

Hongkong, August 20, 1892. 1434

To-day's Advertisements.

KELLY & WALSH, LIMITED.

CHEAP AND USEFUL BOOKS.

How to become quick at Figures,.........	$2 00
Payne's Business Letter Writer,.........	.75
How to Recite, by Edwin Drew,.........	.50
Bazaar Book of Etiquette,.........	.50
Odds and Ends for Platform Readings,.........	.50
Reciting and Reading, by Edwin Drew,.........	.50
Hand-Book of Sporting Rules,.........	.50
Bardett's Shakesperian Recitations,.........	.40
Popular Recitations, Plays and Farces,.........	.20
Dick's Parlour Exhibitions,.........	.50
How to make up for the Stage,.........	.25
Lessons in Horse Judging,.........	.75
Diprose's Scottish Songs,.........	.25
Lover's Complete Letter Writer,.........	.30
Smith's Manual of Boxing,.........	.40
Fifty Soups, by Thos. J. Murrey,.........	.75
Fifty Salads, by T. J. Murrey,.........	.50
Home Plays for Ladies,.........	.40
Common Sense Cook Book,.........	.40
Our Married Ladies, by Lillie Harris,.........	.25
Aids to Long Life, by N. E. Davies,.........	.75
Dick's Art of Wrestling,.........	.50
Art of Training Annuals,.........	.75
Humours of Ventriloquism,.........	.25
Cookery for an Income of £200 a year,.........	.50
German at a Glance,.........	.40
Ladies' & Gentlemen's Etiquette,.........	.50
Tea and Tea Drinking,.........	.40
Three Thousand Things worth Knowing,.........	.75
Diseases of Horses,.........	.75
Indian Household Management,.........	.40
Practical Kennel Guide,.........	.50
A Guide to Dog Training,.........	.40
Miles' Shakspere Recitations,.........	.25
Scene Painting—illustrated,.........	1.50
Young Ladies' Guide to Work Table,.........	.75

A few of these Books are more or less soiled.
[1470

Dakin, Cruickshank & Company, Ltd., CHEMISTS, &c.

WHOLESOME SUMMER DRINKS.

DAKIN & Co.'s LEMON SQUASH.
GINGER ALE.
QUININE TONIC WATER.
LEMONADE.
SARSAPARILLA.
PHOSPHOZONE the Children's Favorite.

FRUIT SYRUPS made from the Juice:—
RASPBERRY, STRAWBERRY, BLACK CURRANT, JARGONELLE PEAR, LEMON, PLUM.

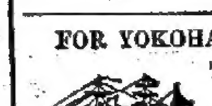
Quarts 75 Cents, Doz. $8. 1395

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Foochow and Tientsin	Singan (s)............	Butterfield & Swire...	Aug. 29, at 5 p.m.
Haiphong............	Haiphong (s)............	Messageries Maritimes	August 29, at noon.
London & Ports of Call	Surat (s)............	P. & O. S. N. Co......	Sept. 1, at noon.
London, v. Ports of Call	Kintuck (s)............	Arnhold, Karberg & Co.	About August 28.
London, v. Suez Canal	Palamed (s)............	Butterfield & Swire...	September 2.
London, v. Suez Canal	Glenavon (s)............	Jardine, Matheson & Co	About Sept. 3.
Manila, via Amoy......	Kowshing (s)............	Jardine, Matheson & Co	Aug. 27, at 3 p.m.
Marseilles, v. Saigon	Yarra (s)............	Messageries Maritimes	Sept. 7, at noon.
New York, v. Suez Canal	Macduff (s)............	Dodwell, Carlill & Co.	September 2.
New York, v. Suez Canal	Telamon (s)............	Butterfield & Swire...	September 6.
New York............	Carl Friedrich............	Shewan & Co............	Quick despatch.
S. Francisco, v. Japan	Belgic (s)............	O. & O. S. S. Co......	Aug. 30, at 1 p.m.
S. Francisco, v. Japan	Peru (s)............	Pacific Mail S. S. Co..	Sept. 6, at 1 p.m.
San Francisco............	John McLeod............	Shewan & Co............	Quick despatch.
Shanghai............	Bokhara (s)............	P. & O. S. N. Co......	Quick despatch.
Shanghai, via Amoy...	Palinurus (s)............	Butterfield & Swire .	August 27.
Shanghai, Kobé & Y'ma	Ghazee (s)............	Dodwell, Carlill & Co.	Aug. 29, at 5 p.m.
S'pore, Penang & C'tta	Catherine Apcar (s)...	D. Sassoon, Sons & Co.	August 30, at noon.
S'tow, Amoy & F'chow	Haitan (s)............	Douglas Lapraik & Co.	August 26, at noon.
Trieste, &c............	Berenice (s)............	D. Sassoon, Sons & Co.	Aug. 26, at 1 p.m.
Vancouver (B.C.) &	Empress of India (s)...	Canadian P'fic R. Co..	Sept. 10, at noon.
Yokohama and Hiogo.	Hesperia (s)............	Siemssen & Co.........	Aug. 27, at 4 p.m.
Y'hama v. N'ki & Kobé	Ancona (s)............	P. & O. S. N. Co......	Sept. 3, daylight.

To-day's Advertisements.

FOR YOKOHAMA AND HIOGO.



The Steamship *Hesperia*, Captain H. WITT, will be despatched for the above Ports on SATURDAY, the 27th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSSEN & Co., *Agents.*

Hongkong, August 25, 1892. 1468

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Hesperia*, Captain H. WITT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN Co., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 1st Sept. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Sept., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co., *Agents.*

Hongkong, August 25, 1892. 1467

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CAMBUSDOON, British barque, Capt. B. L. Carland.—Master.

CHARGER, American ship, Capt. Goddell.—Captain.

CONSTANCE, British ship, Captain P. R. Finley.—Captain.

ELSE, German ship, Captain H. Bremers.—Siemssen & Co.

ISAAC REED, American ship, Capt. F. D. Walds.—Reuter, Bröcklemann & Co.

LEVUKA, British barque, Captain C. A. Travis.—Carlowitz & Co.

T. D. BISCHOFF, German ship, Capt. H. Meyer.—Melchers & Co.

VELOCITY, British barque, Captain R. Martin.—Chinese.

SHIPPING.

ARRIVALS.

August 24:—

Alwine, German str., 400, C. Petersen, Pakhoi August 21, and Hoihow 23, General.—WIELER & Co.

August 25:—

Hesperia, German steamer, 1,136, H. Witt, Hamburg July 9, and Singapore Aug. 18, General.—SIEMSSEN & Co.

Sikh, British steamer, 1,736, Rowley, Kutchinotzu August 14, at noon, Coal.—ORDER.

Loksang, British steamer, 979, N. Moncur, Shanghai August 21, and Swatow 24, General.—JARDINE, MATHESON & Co.

Guy Mannering, British steamer, 1,829, D. Ford, Amoy August 24, Tea and Curios.—SHEWAN & Co.

Hailoong, British str., 783, T. N. Hall, Tamsui August 21, Amoy 23, and Swatow 24, General.—DOUGLAS STEAMSHIP Co.

Bantam, Dutch steamer, 1,457, L. Van der Valk, Amoy and Swatow August 24, General.—JARDINE, MATHESON & Co.

DEPARTURES.

August 25:—

Cardiganshire, for Singapore and London.
Oldenburg, for Europe.
Victoria, for Foochow and Tacoma.
Sungkiang, for Amoy.
Meefoo, for Shanghai.
Paoting, for Shanghai.
Loksang, for Whampoa.

CLEARED.

Tarapaca, for Valparaiso.
Charters Tower, for Kutchinotzu.
Guy Mannering, for Singapore & New York.

PASSENGERS.

ARRIVED.

Per *Hesperia*, from Hamburg, &c., Mr Kock, and 188 Chinese.

Per *Hailoong*, from Coast Ports, Mr F. H. Hill, and 16 Chinese.

DEPARTED.

Per *Victoria*, for Foochow, &c., 1 European, and 16 Chinese.

Per *Sungkiang*, for Amoy, 100 Chinese.

Per *Meefoo*, for Shanghai, 12 Chinese.

Per *Oldenburg*, from Hongkong: for Singapore, Mr W. Adams, and 2 Chinese; for Genoa, Mrs Hummel and son, and Captain J. Jessen; for Southampton, Mr Laird; for Bremen, Mr A. Mühlusbein, and 1 Chinese amah; for Melbourne, Messrs Wong Tew, Lee Loong, Cheong Sunn and Oot Lee. From Shanghai: for Singapore, 3 Chinese; for Colombo, Mr J. P. Ewans; for Genoa, Mr H. Hocks; for Southampton, Mr John Fraser; for Bremen, Messrs P. Perchmer and S. Kalbhass. From Nagasaki: for Bremen, Mrs A. Bissen and child. From Yokohama: for Bremen, Mrs Matrose Reyher, and Mrs Matrose Bischoff.

SHIPPING REPORTS.

The British steamer *Loksang* reports: Had fine weather throughout, light winds and smooth sea. August 22nd, spoke s. s. *Glenogle*, lat. 27.20, long. 121.19 N.

The British steamer *Guy Mannering* reports: Had fine weather.

The British steamer *Hailoong* reports: Left Tamsui August 21st, Amoy 23rd, and Swatow 24th. From Tamsui to Amoy, light Westerly winds and fine clear weather. From Amoy to Swatow, light Southerly winds and hazy weather; from Swatow to port, light variable winds, cloudy and showery. Steamer in Tamsui,—*Formosa*. Steamers in Amoy, *Chintung*, *Cheang Hock Kian*, *Wenchow* and *Vorwaerts*. Steamers in Swatow, *Fooksang*, *Kwongsang*, *Hangchow*, *Chiyuen*, *Yung Ching* and *Bantam*.

VICTORIA HOTEL.

VISITORS' LIST.

Mr Clairbois	Mr E. B. Jorey
Mr Carlo Dolco	Capt. E. Kritzschmar
Mrs Farmer	Miss A. Murray
Mr F. R. Fox	Mr J. Nobery
Mr & Mrs G. L. Hammuel and child	Mr W. Schwaler
	Mr W. B. Silver
Mr G. Hargens	Mr T. Trench

MOUNT AUSTIN HOTEL.

LIST OF VISITORS.

Mr Beattie	Mr W. Macbean
Mrs Blackburn	Mr and Mrs D. MacHaffie and child
Mr Blamey	Mr A. A. Main
Mr C. Broderson	Mr Charles C. Malsch
Mr Hart Buck	Mr and Mrs McLeod
Consul Budler	Mr Louis Mendel
Mr Bullen	Lieut.-Col. and Mrs Mulcahy
Capt. and Mrs Burnie and children	Commodore Bury Palisser
Mr Cochrane	Mrs Bury-Palliser & maid
Mr and Mrs C. C. Cohen	Mrs Piorkowska
Mr J. B. Coughtrie	Miss Plummer
Mr and Mrs J. David, children and nurse	Mr & Mrs F. de Rivas
Mr and Mrs Herbert Dent	Mr A. Rose
Mr J. S. Ezekiel	Mr J. J. Ruben
Miss Featherstonehaugh	Mrs Munster Schultz and child
Mr George Fenwick	Mr and Mrs Charles Seymour
Mrs Glover	Mr Suidholm
Mr and Mrs Guinness	Mr Taylor
Mr and Mrs Hippisly	Captain Tillet
Mrs Walter Houfe	Mrs Tulloch, child and nurse
Mrs W. S. Inglis and children	The Honourable T. H. Whitehead
Mr and Mrs Kramer	
Mr Lind	
Mr Henry Louis	

EXPORT CARGOES.

Per S. S. *Telemachus*, sailed 18th August:—For London, 7,162 boxes Tea, containing 150,402 lbs. Scented Caper, 25 cases Palmleaf Fans, 2 cases Chinaware, 60 pkgs. Canes, 300 boxes Ginger, 7 cases Silks, 5 cases Blackwoodware, 20 cases Cigars, 121 pkgs. M. O. P. Shells, 10 cases Staraniseed Oil, 25 cases Cassia Oil, 200 casks Soy, 5 000 Empty Quicksilver Flasks and 36 cases Bristles. In transit to South America, 450 boxes Tea.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY & FOOCHOW.—Per *Haitan*, at 11.30 a.m., on Friday, the 26th inst.

For STRAITS, COLOMBO & BOMBAY.—Per *Berenice*, at 0.30 p.m., on Friday, the 26th inst.

For SAIGON.—Per *Holstein*, at 3.30 p.m., on Friday, the 26th inst.

For HOIHOW & PAKHOI.—Per *Alwine*, at 5 p.m., on Friday, the 26th inst.

For TIMOR, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.—Per *Guthrie*, at 4.30 p.m., on Saturday, the 27th inst.

For AMOY & MANILA.—Per *Kowshing*, at 2.30 p.m., on Saturday, the 27th inst., instead of as previously notified.

For YOKOHAMA & KOBE.—Per *Hesperia*, at 3.30 p.m., on Saturday, the 27th inst.

For BANGKOK.—Per *Kong Beng*, at 9 a.m., on Sunday, the 28th inst.

For HOIHOW & HAIPHONG.—Per *Haiphong*, at 11.30 a.m., on Monday, the 29th inst.

For FOOCHOW & TIENTSIN.—Per *Singan*, at 4.30 p.m., on Monday, the 29th inst.

For STRAITS & CALCUTTA.—Per *Catherine Apcar*, at 11.30 a.m., on Tuesday, the 30th inst.

For NAGASAKI, KOBE & YOKOHAMA—Per *Ancona*, at 5 p.m., on Friday, the 2nd Sept.

MAILS BY THE UNITED STATES PACKET.—The United States Mail Packet *Belgic* will be despatched on TUESDAY, the 30th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

0.15 P.M.—Registry ceases.
0.30 P.M.—Post Office closes, but Correspondence may be posted on board the Packet, *with Late Fee of 10 cents extra Postage* until the time of departure.

MAILS BY THE BRITISH PACKET.—The British Contract Packet *Surat* will be despatched on THURSDAY, the 1st September, with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MEMOS. FOR TO-MORROW

Shipping.

Noon.—*Haitan* leaves for Coast Ports.
1 p.m.—*Berenice* leaves for Trieste, &c.

Auctions.

2.30 p.m.—Auction of Household Furniture, &c., at Nos. 52 & 54, Hollywood Road.

Miscellaneous.

Goods per *Glenogle* undelivered after this date subject to rent.

General Memoranda.

SATURDAY, August 27:—
Noon.—Auction of 10,000 Cases 'Comet' Brand Kerosine Oil, at Messrs Jardine, Matheson & Co.'s Kerosine Godowns, Wanchai.

MONDAY, August 29:—
Issuing of Dividend Warrants of The China Sugar Refining Co., Ltd.
4 p.m.—Auction of Crown Land at Morrison Hill Road.

TUESDAY, August 30:—
Goods per Steamer *Melbourne* unclaimed after Noon subject to rent.

THURSDAY, September 1:—
Goods per *Hesperia* undelivered after this date subject to rent.
9 p.m.—Meeting of Zetland Lodge.

A. S. WATSON & Co., LIMITED.

AERATED WATERS.

GINGERADE.
GINGER ALE.
LEMONADE.
LEMON SQUASH.
LITHIA WATER.
PHOPHORIC CHAMPAGNE.
POTASH WATER.
RASPBERRYADE.
SARSAPARILLA.
SELTZER WATER.
SODA WATER.
TONIC WATER.

IN the Manufacture of these Waters the purest ingredients only are used, and the utmost care and cleanliness exercised throughout. The Water used is subjected to a perfect system of filtration, daily examinations and periodically to searching chemical analyses; so that absolute purity and safety are guaranteed.

FOR COAST PORTS.—Waters are packed and placed on Board at Hongkong Prices, and the full amount allowed for Packages and Empties when received in good order.

SUMMER BEVERAGES.

FRUIT CORDIALS:—RASPBERRY, STRAWBERRY, LIME, DAMSON, BLACK CURRANT, PINE APPLE, ORLEANS PLUM, MORELLA CHERRY and GOOSEBERRY.

FRUIT SYRUPS:—LEMON, LIME JUICE, RASPBERRY, STRAWBERRY, ETC.

Prepared from genuine Fruit Juices imported by ourselves, they contain the full flavour of the sound ripe fruit; mixed with Plain or Aerated Water, they make delightful summer drinks.

AGENTS FOR MONTSERRAT LIME JUICE AND CORDIAL.

WINES AND SPIRITS.

PORTS, SHERRIES, CLARETS, BURGUNDIES, HOCKS, CHAMPAGNES, BRANDIES, WHISKIES, GIN, RUM and LIQUEURS.

A large selection of CHOICE OLD BRANDS.

Full Particulars and Prices on application.

TOBACCO, CIGARS AND CIGARETTES.

A complete Stock of all the best and most popular Brands.

VIN DE QUINQUINA.

A Medicinal Wine agreeable to the taste containing the valuable properties of CINCHONA BARK combined with a Choice Brand of Red Wine.

Its powerful antifebrile qualities tend to ward off attacks of malarial fever, and to all convalescents it acts as a quick restorative and appetizer.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, July 21, 1892. 1258

☞ *The publication of this issue commences at 7.25 p.m.*

The China Mail.

HONGKONG, THURSDAY, AUGUST 25, 1892.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(*Via Southern Line.*)

THE QUEEN AND MR LABOUCHERE.

LONDON, 23rd August, 1892.

The Queen has objected to Mr Labouchere holding a seat in the Cabinet.

(*From Singapore Papers.*)

RUSSIA AND CHINA.

London, August 16.

It is understood that, notwithstanding her apparent composure, China has made a strong protest to St. Petersburg regarding the advance of the Russian force in the Pamirs.

THE NEW CABINET.

The names of the remaining Ministers to form the Gladstonian Cabinet are being kept a secret.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Windsor*, *Ardnamhor*, July 8; *Hounslow*, *Strathdee*, 15; *Thisbe*, 23; *Electra*, *Palinurus*, *Emma*, 26; *Achilles*, *Carmarthenshire*, August 2; *Myrmidon*, 5; *Bayern*, *Glenartney*, *Moyune*, *Nanking*, *Colonist*, *Malacca*, 9; *Strathavon*, 12.

HOMEWARD BOUND:—*Benlomond*, July 22; *Glenshiel*, 26; *Glaucus*, *Prometheus*, 29; *Glamorganshire*, *Hector*, Aug. 5; *Diomed*, *Melpomene*, *Ningchow*, *Stentor*, *Caledonien*, *Flintshire*, 9; *Niobe*, *Rohilla*, *Formosa*, 12.

The P. M. S. S. Co.'s s. s. *Peru*, with the AMERICAN MAIL of Aug. 4, left Yokohama on Monday, Aug. 22, at 1 p.m., and may be expected here on or about Sunday, Aug. 28.

The P. & O. s. s. *Bokhara*, with the ENGLISH MAIL of July 29, left Singapore on Tuesday, the 23rd Aug., at 6 p.m., and may be expected here about 6 a.m. on Monday, the 29th Aug. This packet brings replies to letters despatched from Hongkong on June 23.

The Northern Pacific s. s. *Loosok*, from Tacoma, left Yokohama on Aug. 17 for Hongkong *via* Kobe.

The C. P. R. s. s. *Empress of India*, from Vancouver, left Kobe for Hongkong *via* Shanghai on Tuesday, Aug. 23.

The O. & O. s.s. *Oceanic*, with mails &c., left San Francisco for this port *via* Honolulu and Yokohama on Aug. 16.

The Northern Pacific s. s. *Devawongse* left Tacoma on Aug. 15 for Yokohama and Hongkong.

The D. D. R. s. s. *Elektra*, from Hamburg, left Singapore on August 19, and may be expected here on or about Aug. 25.

The O. S. S. Co.'s steamship *Palinurus* left Singapore on Aug. 20, and may be expected here on or about Aug. 26.

The s. s. *Ghazee* left Singapore on Aug. 21 and may be expected here on or about Aug. 27.

The P. and O. Co.'s s. s. *Lombardy* left Singapore for this port on Aug. 23, and may be expected here on or about Aug. 29.

The s. s. *Wingsang*, with mails &c. from Calcutta, left Singapore on Aug. 24, at 2 p.m., and may be expected here on or about Aug. 30.

The N. G. I. s. s. *Bormida* left Bombay for this port on Aug. 15, and may be expected here on or about Sept. 2.

The P. & O. Co.'s steamship *Malacca* left Bombay for this port on Aug. 23.

The P. and O. s. s. *Bombay* left London for this port on Aug. 21.

MESSRS Jardine, Matheson & Co. inform us that the s. s. *Wingsang*, from Calcutta and Straits for this port, left Singapore at 2 p.m. yesterday, the 24th inst.

DR Doberck writes to-day:—Barometer rising. Gradients very moderate for E. winds. Weather: rather cool and showery. (Issued at 10.31 a.)

THE Agent of the Canadian Pacific Railway Co. informs us that the R.M.S. *Empress of China*, from Hongkong, arrived at Nagasaki to-day at 6 a.m. and was to leave again at 5 p.m. for Vancouver, *via* Kobe and Yokohama.

FROM a Peking telegram published by the *Chinese Mail*, (*Wah-Tze-Yat-Pao*) in its to-day's issue, we learn that Mr Yang Kichau is appointed by an Imperial Decree of the 23rd instant to be the Admiral of Fokien Province.

THE Agents of the Northern Pacific Steamship Co. inform us that the Silk ex *Devawongse* from Hongkong 9th., and Yokohama 22nd July, was delivered in New York on 15th. inst., also that the Tea by the same steamer was delivered in Chicago on the 17th inst., and in New York on the 22nd inst.

UP to the date of latest advices from Shanghai the identity of the vessel reported by Capt Hutchison of the *Whampoa* as having been ashore on the Heishans had not been established there and various conjectures on the subject were being made. In view of what is now known here it is curious to find the *Mercury* of the 20th inst. saying with reference to the *Bengloe* that 'it is impossible to conceive she could get so far out of the proper track as to be found where the wrecked steamer lies; that besides she has not so many derricks on deck as Capt Hutchison describes on the vessel he saw;' and that 'all the probabilities point to the luckless unknown being a total stranger in these waters.'

ON the application of Mr Dennys, the case in which Chan Sau and Pang Sing Nam were convicted of demanding money by menaces was re-opened by Mr Hastings today. It will be remembered that the evidence was directed to show that the men impersonated Po Leung Kuk detectives, and that during the case statements were made reflecting upon the Po Leung Kuk. The principal witness admitted in cross-examination by Mr Dennys that she had kept a brothel in Cochrane Street. Other questions directed to her foster-daughter brought out that this girl who had been detained for some time in the Po Leung Kuk was living an immoral life. She was liberated on the order of the Registrar General, who made personal inquiries regarding her. At Mr Dennys's request his Worship sent the case for trial before a jury, and fixed bail in the case of each prisoner at $250.

M. FRANCOIS Deloncle means to propose on the re-assembling of the French Chamber that every bicycle and tricycle in France shall pay a tax of 10 frs. As it is calculated there are 300,000 cycles in France, the tax is expected to produce 3,000,000 frs. annually, out of which 12,000 frs. is to be devoted to a National Accident Fund.

THE shifting of the cargo of the *Bengloe*, which placed that vessel in a position of extreme peril from which she was rescued only by the pluck and endurance of the officers and crew and the skill of Captain Farquhar, is attributed to bad trimming at Moji. Complaints have been repeatedly made of the hasty way in which vessels are loaded in this comparatively new port and of the carelessness of the men engaged in loading, but these complaints have met with no effort to reduce the danger to vessels by having the coals trimmed more satisfactorily. A suggestion has been made that the Insurance Companies ought to make some representation to the authorities in Japan with a view to remedying matters.

HERE are three different versions of a recent Reuter's telegram which afford a very fair illustration of how the agency is worked:—'Mr Gladstone further hinted that the rejection or mutilation by the House of Lords of the Home Rule proposals *would create an Imperial position*'—(*Penang Gazette*); 'that the rejection &c. *would affect the Imperial position*'—(*Hongkong Papers*); 'he hinted that the rejection or mutilation of the Home Rule Bill by the Lords *would imperil their position*'—(*Ceylon papers*). Here is one more sample, which we take from the *N.-C. Daily News*:—We published on Monday last a Reuter's telegram saying that 'The Symphoris have entered the Pamirs,' &c. According to the Hongkong papers this should have read 'The Russian expeditionary forces have entered the Pamirs,' etc.

IT has been asserted so frequently as to have become accepted almost as a truism that Scotland is far ahead of other nations in the matter of education. To say otherwise in certain districts of Scotland is regarded as rank heresy equal to doubting the authenticity of Moses' authorship of the Pentateuch. For several years, however, the leading Inspectors in education have endeavoured to show that the knowledge of pupils in the higher standards is not all that could be desired or expected, and have sought to show that the fault lies, to no inconsiderable extent, with the teaching staff, and particularly with pupil teachers. That there is ground for their complaints is borne out by the most recent reports of the Inspectors who have been examining the papers of lady candidates in the Scottish Training Colleges. Mr Walker tells us that the lesson on 'Moral Courage' was selected by only five or six, and of these two did not know what it was. Some droll statements were made about birds—as that the robin has web feet, and that a sparrow has eyes on both sides of its head that it may be able to see round a corner. Mr Bathgate reports that no candidate was able to tell what is meant by 'an Act being made permissive or retrospective;' but a great many 'made shots' at the answer, mostly variations of the following: 'A Bill is permissible when it is allowed to pass the first time; it is retrospective when it has to be considered again.' A girl from Dundee stated that the Carse of Gowrie is 'one of the few parts of that country (Scotland) which are fit for cultivation.' The description of Portsea as a 'naval arsenic' is charitably described as probably a slip of the pen. Mr Andrews observes that 'When one reads of the remarkable progress made in languages by German pupils of the same rank as our pupil teachers, it is really humiliating to have to record such poor results obtained in the answers given to easy French questions.' By way of sample he notes that having given for correction the words 'Charles le septienne mourut à Nancy, une yille en la Lorraine,' two candidates, instead of attempting to rectify the errors of French, gave the subjoined rendering in English: 'Charles the 7th was married to Nancy, a lady of Lorraine.'

SECRET instructions (the *Standard's* St. Petersburg correspondent states) have recently been sent to the managers of all the Russian railways not to enter into contracts with foreign firms, nor to admit foreigners into their service.

MR Louis left by the French Mail last night for Hongkong, says the Singapore *Free Press* of the 17th, to represent the firm of Becher, Louis & Co. there as Agents and Attorneys for the Penjom Pahang Gold Company, Limited, of London—in the matter for settlement between this and the parent company, which has arisen by the latter demanding payment of their pecuniary claims from the former—or in default the restitution of the Jalis Mine. Mr Louis went in reponse to a telegram from Hongkong to the firm recommending a personal conference before Mr Becher should go to the Mines.

A SHARE on which the last dividend was 2,602*l.* is to be sold next week at the Mart in Token-house-yard. It is a whole Adventurers' Share in the New River Company. The sale of a property of this importance gives to the auctioneers (Messrs Edwin Fox and Bousfield) an opportunity of descanting, in an elaborately printed book of 'particulars before auction,' upon the interesting history of the New River enterprise. It is related once again how Sir Hugh Myddelton brought a supply of pure water from the chalk hills of Hertfordshire to the reservoir which he constructed in Clerkenwell; how he acquired the fields there which have now long been covered with houses, and how, his funds not holding out, King James I. assisted him, and in 1612 took as his security one-half the concern, which was then, for the purposes of convenience, divided into 72 shares, apportioned in equal moieties—one called the 'King's Moiety' and conveyed to the King, the other called the 'Adventurers' Moiety' and retained by Myddelton and his friends. In 1619 the Company was incorporated by Letters Patent from the Crown, and the management vested in the then twenty-nine holders of shares from the Adventurers' Moiety, the management of the concern for all time being left in their hands and those of their successors, the King's Moiety being expressly excluded from all share of management; subsequently Charles I. reassigned his moiety to the second Sir Hugh Myddelton, son of the founder, in consideration of a payment of a sum of 500*l.* a year—a payment which has ever since been made by the Company under the style of the 'King's Clogg,' and is a charge on the King's Moiety only.

THE *Penang Gazette* says:—Mr Justice Goldney has, we hear, been offered the Chief Justiceship of the Colony of Trinidad, and we understand he has accepted the offer. The post is worth £1,800 a year, the salaries are payable in sterling, and the distance from England is only 13 days' steaming; so that Mr Goldney is to be congratulated, in every sense, on his promotion. The retiring Chief Justice is Sir John Gorrie, Knt.

THERE will probably be a very serious debate at the Athenæum next Wednesday, says the *Penang Gazette* of the 14th, on the question of Home Rule for Penang. It will really turn upon the question as to whether the time has not arrived for Penang to be a separate Colony, and whether efforts should not be made to induce the Home Government to take the matter into consideration. There are many here who are dissatisfied with the present system, namely, being under the control of another Settlement, over 300 miles away, and which does not appear to have the interests of Penang at heart, although it is perfectly willing to draw any surplus revenues.

THERE is some reason to fear (says the *N.-C. Daily News*) that Mr Gardner's expedition in a British man-of-war to Changsha will fall through altogether, owing to the opposition of the Chinese authorities. It was never likely that the Viceroy at Wuchang or the Governor of Hunan would look with pleasure on the violation by a British keel of the Hunan waters; and there is reason to fear that their representations of the inconvenience of the proposed step will be effectual. Our first thought is to blame Sir John Walsham for listening to those representations; but the real culprit is Russia. Her menacing attitude towards the northern frontier of India obliges our government to keep on good terms with China, as is shown in the Hunza-Nagar affair; and British interests in China proper, and consequently the interests of all other Powers, which hang upon ours, have to be postponed to the interests of the Indian empire. It is a great pity; for it seems like a triumph of the mandarins over us when an expedition like Mr Gardner's having been once contemplated, has to be abandoned. We do not understand that it is yet definitely abandoned, though postponements are always suspicious; and we hope that the energetic British Consul at Hankow, backed up, as he is, by the naval authorities here, will yet find a way of overcoming the active opposition of the Chinese to his proposed voyage. China will become as fond of worrying us on our Indian frontier as Russia is, if she finds that by so doing she can withdraw our attention from her delinquencies—such as the Hunan outrages—in China proper.

YESTERDAY afternoon (says the *Singapore Free Press*) a serious trap accident occurred in Tanglin to Mr W. G. Greig, broker. About 5.30 it appears that this gentleman was driving down from the bandstand at the Gardens, and when he had got as far as the Office entrance he turned to the left to go to 'Rogie.' About the same time he saw a lady coming along the road the opposite direction driving herself, and he went a little nearer to the corner of the Road to make more room to allow the vehicle to pass. In doing so he seems to have gone a little further than he ought to have done, and the wheel coming into contact with some obstacle, the vehicle, a high Bennett buggy, overturned, throwing Mr Greig to the ground. He, however, had sufficient presence of mind to hold on to the reins, and for some distance he was dragged along the road. There was another occupant of the trap, a lady, a passenger by the mail steamer, but she climbed out of the back of the buggy and succeeded in alighting in safety. Mr Greig was afterwards picked up by some officers and taken home, and medical assistance was immediately sent for. On the arrival of Dr. Mugliston it was found that Mr Greig had received very severe injuries, and that besides a severe shock to the nervous system, he had sustained a compound fracture of the right ankle, both bones protruding from the skin. Hopes are, however, entertained that it will be unnecessary to amputate the foot, and the patient, notwithstanding his serious injuries, is to-day reported to be progressing as favourably as could be expected.

BRUTAL MURDER AT WEST POINT.

About half-past two o'clock this morning the body of a Chinaman was found in Queen's Road West, close to the old Catholic Reformatory, and from the appearance of the body it is evident that a brutal murder has been committed. The body was lying in the side channel. The skull was cloft and the face gashed in a shockingly brutal fashion. Two fingers of the left hand were also cut off as if the murdered man had made an effort to ward off a blow. There had apparently been a struggle, as the roadway was marked around by blood, and as there were in all eight wounds, one cutting through the chin and neck, it is believed the murderer had mutilated the body while it was on the ground. Blood had flowed along the channel for upwards of 75 yards. The lukong who first discovered the body reported the affair at No. 2 Police Station, and Inspector Mann and Sergeant Gordon at once turned out and took possession of the body, sending information to the Central Police Station for Acting Chief Inspector Mathieson and Detective Inspector Stanton. After these officials had inspected the scene of the tragedy the body was removed to the Mortuary. The body is that of a man about 35 years of age, apparently belonging to the poorer shopkeeping class. His girdle had been cut and there was no purse. Though several papers were found upon the body there was nothing to lead to his identification, and up to the time of going to press his identity had not been established. The murder is supposed to have been committed about midnight, and it is easy to conceive how the body lay unnoticed as it was lying in a dark unfrequented part of the road where there is a high retaining wall. When it became light a thorough investigation of the neighbourhood was made with a view to the detection of the perpetrator or perpetrators, and on the roadway, close to a drain, there was noticed the mark of a bloody hand which induced Constable Fyfe to have the drain searched carefully. He was successful in discovering a large cleaver, 15 inches by 8, such as is used by pork butchers. Its edge was very keen having evidently been sharpened quite recently. It was covered with hair and clotted blood, so there can be no doubt that this was the weapon with which the dastardly outrage was committed. As yet this is the only clue in the possession of the police. No arrests have been made.

THE LARGE SEIZURE OF OPIUM.

At the Magistracy to-day Mr W. C. H. Hastings disposed of the second case arising out of the seizure of seven chests of opium by Constable Pepper, of the Water Police, on the evening of the 11th inst. Ho Kut, boatman, the defendant, was charged with being anchored in the Harbour without exhibiting a light, with moving three chests of opium after seven o'clock, and with moving opium without a permit.

He pleaded not guilty and was defended by Mr H. L. Dennys. Mr A. B. Johnson, Crown Solicitor, conducted the case for the prosecution.

At the conclusion of the evidence, which was somewhat similar to that in the previous case, Mr Dennys submitted there was no case against the defendant. If any offence had been committed it was not by this man, who was a mere puppet, but by some one else who was quite prepared to explain his position to the Government if properly asked. He also argued there was no removal in the terms of the Ordinance.

Mr Johnson withdrew the third charge.

His Worship found the defendant guilty on the first and second charges, imposing a fine of $5 for the first and $1 for the second. The opium was confiscated.

An order was given by the Magistrate staying the sale of the opium till Mr Dennys had an opportunity of appealing.

ALLEGATIONS AGAINST A SHIP CAPTAIN.

As reported in the *China Mail* last night thirteen men—negroes and half-castes,—forming the crew of the British ship *Constance* at present in the Harbour, were sent to prison for fourteen days for refusing duty. Pressure on our columns prevented us giving more than a brief summary of the case, but some statements were made at the trial before the Marine-Magistrate, Captain Rumsey, which have an important bearing on the case.

The evidence for the officers, as given by Captain Tingley and his chief mate, went to show that on Tuesday evening, a few minutes after six o'clock, the crew were ordered to turn to and wet down the deck. They had been engaged painting and tidying up the ship till six o'clock, when they were told by the second mate to 'wet down.' The men refused. Having been informed by the second mate, the captain went on deck and renewed the order. Still the men refused, so the captain took them aft and spoke to them, but without succeeding in inducing them to turn to. Information was taken ashore yesterday morning, and after hearing the evidence Captain Rumsey took a very full statement from the men. In the course of his evidence, the captain said he believed there were four or five good men amongst the prisoners, who, he believed, had been too great cowards to do their work in the face of the refusal of their shipmates, and if Captain Rumsey wished he was prepared to point out these men. This course, however, was not adopted.

The reason why the captain wanted the decks wetted down after six o'clock was that it was useless doing so in the heat of the day.

One man told the Magistrate he had nothing to say, but all the others made statements which agreed substantially with each other and with those of the captain and chief mate, no attempt being made to deny that they had refused to obey orders. An A.B. complained of the captain inguiting them when they went aft by calling them 'niggers.' He admitted they were niggers, but he did not think it was a proper thing for the captain to speak to them that way when they had gone aft to talk the matter over.

Another man, in the course of his statement, said the crew wanted to go ashore to church on Sunday morning, but the captain refused to allow them. They then went to the forecastle-head and began to play cards. The captain walked forward, took the cards and tore them up. Defendant spoke up on behalf of himself and shipmates and asked 'Is this a religious ship? You refused to allow us to go ashore to church.' The captain replied 'Don't you mind. There is to be no playing of cards here; the idea of a nigger like you going to church! What would you look like sitting in church?' If that was the way the skipper spoke about the church, well he (the defendant) did not think it was satisfactory. The captain added 'You dirty cur! You have no business in church. Never mind, I will get you yet before this voyage is over.' On Monday they worked from six a.m. till six p.m., and after six o'clock were asked to wet down the deck. They replied to the mate, 'This is the first time; we are going to wet her down to-night, but if you try the same thing again we are not going to do it.' On Tuesday morning the crew were called for coffee at five o'clock in the morning. About half-past five the boatswain came forward, and said 'Turn to.' They asked him what time it was, and he replied 'Half-past five.' The men replied, 'We are not going to turn to till six o'clock.' At six o'clock nobody came forward to turn them to; and they stayed on the forecastle till one o'clock. At one o'clock the captain came on board, and told the boatswain to turn the men to and they turned to and worked until six o'clock. Defendant was aloft on the main and was called down, and on coming down heard the second mate tell them to put past their gear and wet her down. Defendant asked 'What time is it?' and the second mate replied, 'Never mind; you wet her down; it is two minutes past six.' 'Well,' defendant said, 'if it is past six o'clock I am not going to wet her down. That is the rule in port.' The other men also refused duty. After that the captain called them aft, and the crew again stated they were not going to wet down the deck after six o'clock. The captain said, 'You will wet her down. I am master of this ship. I make my own laws.' Defendant replied, 'Well, if you make your laws on board your ship I will not wet her down after six o'clock.'

The majority of the men seemed to think they were not bound to work longer than from six to six in port, considering that a sufficiently long spell of duty.

Captain Rumsey, as reported last night, held that the master was the proper man to run the ship and that the crew must obey his orders.

'How is it, my dear, you used never to give me cigars that cost less than sixteen or twenty dollars for my birthday? but then—huh—well, the least said of them, the better.' 'Why, don't you remember saying that we must economize when you gave me the diamond necklace, you dear, inconsistent old boy?'

CORRESPONDENCE.

AN OPEN LETTER

To the Members of the CHAMBER OF COMMERCE.

Hongkong, August 25, 1892.

GENTLEMEN,—Not being a member of your body, I am of course debarred from attending your meetings, and giving verbal expression to such opinions, as I may possess, on the subjects which from time to time come before you for discussion. This being the position, it is left to me to take notice of your doings in only one way, namely, by way of the public press; and as the matter which was before you yesterday afternoon is one which I am forced to consider is of vital importance to myself, as equally it is, I think, to many others, I now avail myself of the means at my disposal to reply in some degree to remarks made by members of your honourable body on the subject of 'The Share Bill,' at your special meeting yesterday.

Before proceeding to take exception to any statements made during what purported to be discussion (but which wasn't), I would premise that naught shall be 'set down in malice.' The opening speakers, Messieurs Bell-Irving and Belilios, I am happy to number amongst my personal friends, and I trust they will allow me the same 'latitude of variance' in this letter as they would allow me in their offices, or were my legs under their mahogany. As for the third orator, Mr Granville Sharp, it doesn't much matter what he thinks. I cannot place him on the register of personal friends, but for about twenty-five years I have had the privilege of a more or less intimate acquaintance with him, and I believe I *know* him. To avoid having to revert to him and his oration, I will treat him now in scriptural fashion—making the last first. To attempt to go through his clownish farrago in detail would be too much protracted agony both to yourselves, Gentlemen, and to me, the writer. Therefore I must adopt the Procrustian method, and cut a bit here and there.

Mr Sharp commenced his remarks as follows:—

'During the past few days I have been requested by several members of this Chamber who are largely interested in business and property in this Colony to say something at this meeting. I suppose they did so thinking that wisdom comes with years, but I wish I could myself be persuaded of its growth and greater manifestation.'

I too wish that I could be persuaded of wisdom's 'growth and greater manifestation' in Mr Sharp, but his most recent public utterances, notably that of yesterday, compel me to think of a proverb as old as Mr Granville Sharp himself. 'There's no fool like an old fool.' Ehem! painful but true. Somewhat over a year ago (vide *Daily Press*, June 23, 1891), I warned Mr Sharp of his clownish tendencies when handling a subject he did not understand. I am sorry to do it again, but, Gentlemen, I put it to you all, what has the Sanitary Board (meaning you, the members of the Chamber of Commerce,) to do with 'Cholera, Diphtheria, Typhus or Influenza,' with 'reproductive energy' (good word, that!) or 'Monte Carlo'—(By the way what ooh Mr Granville Sharp know of that gambling hell! Like M Dougall of the London County Council, oh! not look at a ballet except through field glasses. 'Tis distance lends enchantment to the view, &c.')—Well, Gentlemen, as I told you before, it is impossible to go bit by bit through this oration. Just one or two quotations of 'words, only words' and I have done with Mr Sharp, leaving it to you to find, what I have failed to find, a trace of an *argument* in favour of what he was retained for. The quotations are good—'The Bible History is not full of perfect men and women'—'Self-interest is a stimulus to clearness of vision'—'Indifference, lassitude, waste'—'Natural reaction and revulsion'—'brightly-coloured balloon,' 'Hongkong is not London'—&c. &c. '*Voilà tout!*' Yes, behold all and you have seen all.—Mr Sharp concluded as follows:—'I consider that the time has been altogether too short and the conditions during the past year altogether too exceptional for the formation of any adequate and correct idea of the working of Ordinance No. 15 of 1891. Yes, I agree, but if the year during which the bill has run its trial has been so unsuitable, so was, in my opinion, the date of its birth.

Now, Gentlemen, I would propose to make a remark or two upon the speech of Mr Bell-Irving. The earlier part of that address it is not within my province to touch. I find, however, at the very outset of what I consider the public portion of his expression of opinion on the bill, that he falls into an error on the point of the votes and voters at the first meeting of your Chamber in connection with the Share Bill. Either my information is wrong or Mr Bell-Irving's is, and Mr H. J. Scott, I think, put the error right in what he said yesterday. In any case as Mr Bell-Irving put it to you, it implied to me that in his endeavour to make the best of his case, he was unthinkingly putting a slight upon the straightforwardness of sharebrokers. For trying to make his point I would be the first to praise and the last to blame, but I do not think in this case that the point was made, nor do I think that Mr Bell-Irving had sufficiently considered the direct implication involved in his reference to the percentage of sharebrokers who were entitled to and did vote. In regard to the 'Sharebroker's Status,' I will write a line or two at the close of this letter. Mr Irving clearly expressed his *opinion* that the Bill ought to stand, but he also showed weakness in saying that the time of trial had not met requirements, thereby agreeing with my acquaintance, Mr Granville Sharp. I can only give the same answer, that if the time of trial was unfortunate and abnormal, so was the date of birth. A matter of a share bill affecting so many as it does is not on all fours with entering a colt for the Derby. Perhaps the Bill had better be scratched as a yearling.

I now come to Mr Belilios, and what he said. He said a good deal, but for the life of me I must confess myself insufficiently educated to follow him through the maze. I could almost comprehend Bimetallism as expounded by Grenfell, Gibbs or the Silver Party in the United States. On some points, however, I am clear, and the first point is the statement that the quotations weekly given by the Stockbrokers' Association are influenced—in fact, that they are *Bear* rates. Mr Grote promptly and properly replied to the charge, and I now, as a member of the Sub-Committee of the Association, hereby beg to confirm to you Mr Grote's reply. Mr Belilios must have been misinformed, and if he knew the efforts made to afford reliable information by the Association, I am sure he would be the first to give expression to regret at having spoken as he did. In any case, Gentlemen, the charge is not upheld by fact.

The next point upon which I am exceptionally clear is the statement that there is no 'bulling' or that the 'bulling element' is too weak to check the 'bears.' Now, gentlemen, I appeal to your common knowledge of affairs in Hongkong for two years past, and more particularly for one year, and ask you to answer the questions, 'What is chiefly accountable for the present position of stocks and shares? What has caused the tremendous fall in our main stocks?' I will mention two, 'Sugars' and 'Banks.' I leave it to you, gentlemen, to say whether the 'Bull' or the 'Bear' has worked the general ruin. I am unable to go into Mr Belilios' references (erroneous as some of them are) to general merchants' modes of business as to property, &c., for want of time and because on some points I am ignorant.

I do not here enter into any arguments anent 'The Bill' because it is not any part of my design to do so. By and bye, I may have something to say. At present it does not seem the appointed time.

In conclusion, Gentlemen, I wish to draw your notice to the manner in which Sharebrokers are often referred to at your own and other meetings: We *are not* pariahs, either social or commercial, and it would but be commongrace and courtesy on the part of our principals in business to cease giving us the 'kicks' and instead return some of the 'half-pennies' they owe us. Let me assure you, gentlemen, that many among us are gentlemen too, as well educated, as intelligent and socially as fit as yourselves.

I am, Gentlemen, yours faithfully,

WILLIAM LEGGE.

TIENTSIN.

(Mercury Correspondent).

August 17.

The strength of the current in the river has much abated of late, and navigation through its tortuous course from Tong Ku to our Bund is much easier in consequence. Three steamers, one belonging to the C.N. Co. and the other two flying the dragon flag have come up to the Settlement this week and the smile of the T. T. & L. Co. Ltd. is therefore less capacious than it was before. It is now believed that the Peiho has played itself out for this season and the steamers can take an innings from this right on to the end of the season. Another effect of the fall in the freshet, for which we are grateful, is the greater ease of communication with Peking which may now be reached by boat in from two to three days, against an unknown and uncertain period of the most uncomfortable and wretched travel and *travail* extending anywhere from five days to a fortnight; people essaying to ascend the swift torrent between this and the capital could not hitherto calculate within several days, the end of their destination; so terrific was the current that at places it was almost impossible to stem it and boats bound up have had to moor to the bank in places for days. Another peculiarity in travel in North China which makes boat journeys undertakings of uncertain duration is the uncouquerable aversion which the boating population have for rain, which frequently causes the unfortunate Foreigner who is in a hurry frightful vexation of spirit and impatience. But the boat people absolutely refuse to budge as long is it rains and there is nothing for the *voyageur* but to s't in his craft and nurse his anger in patience and philosophy, two virtues which the good folks who have dwelt in this part of China bring to a pitch of perfection little understood by the Foreign residents of the southern and middle ports. There is no use in displaying impatience with the northern Chinese, they will simply stare at you stupidly, and say to themselves 'how badly that man has been brought up.' The downward journey for Peking of course is quite another thing and the rapid current whirls the boat along from Tungchow to Tientsin in from 1½ to 2 days.

I have previously informed you of the flooded condition of the country in the lower reaches of the Peiho; matters in this locality have, however, recently much improved and the waters are steadily lowering in depth. No anxiety is felt about the people or their prospects here; but the condition of things farther west is becoming very serious. For several days past the Viceroy and other local officials have been busy taking measures and appointing *coajuens* for the relief of the distress caused by floods on the Hun river to the West of Peking, where hundreds of miles of country are under water, and much loss of life is reported to have occurred in that region. Reports of famine and floods also arrive from Shansi, and the whole of North China this year appears to be in an unusually bad condition. There is indeed every prospect of another North China Famine Fund being requisitioned although the central and provincial governments are said to be doing all they can to lessen the distress in the inundated regions.

The obsequies of Lady Li being still in full progress at the Viceregal yamên here, little or no official business is being transacted there, Shêng Taotai has not yet taken over the duties of his office and the outgoing taotai is not yet ready to hand over his affairs. I might mention amongst other ceremonies connected with the funeral ceremonies over Lady Li, that as she had a predilection for many Foreign things during life, immense quantities of paper representations of Foreign carriages, jewellery and other things are being dutifully offered to her shade by her relatives and friends so that she may not want for those things which she liked in this world, in the [illegible] she has gone. The [illegible] to which nies are on [illegible] mourning ceremonies [illegible] a most elaborate scale, I need not say, amongst the other features being eighteen Mongolian lamas brought down from their country to pay and offer sacrifices for the deceased lady. It is not generally known that Lady Li belonged to one of the most distinguished families in China, being the Chinese equivalent for a marchioness in her own right.

There is very little in the way of news to be added. The weather has been unusually hot of late, but healthy. The German Minister Herr von Brandt arrived yesterday from Peking *en route* to Chefoo, where the wedding will take place at an early date. Your German Consul-general, Dr Stübel, is in Peking seeing the sights, though nearly everyone else who is anybody (except Sir Robert Hart and Sir John Walsham) are away at the Western Hills to avoid the great heat and the intolerable stenches produced when the streets of the capital get their annual watering from the sewers.

A CORRESPONDENT writing from Hankow on 11th instant says the thermometer at Ichang a few days before stood at 111° in the shade and that several people at Hankow had had slight attacks of sunstroke.

THE Hankow correspondent of the *Shanghai Mercury* writes:—The sailors injured at the recent fire are doing well I am glad to say. The little *Esk* is alongside Messrs Jardine, Matheson's hulk taking in 50 tons of coal, prior to her departure for Ichang next week. Several Chinamen I have spoken to about the postponement of Mr Gardner's expedition to Changsha, laughed and said it was 'foolpidjin.' In their opinion the officials at Peking will put the British Minister off every time he broaches the subject of this visit. 'All same that Chungking steamer pidjin, Foreign man too much lose face' they say, and really, to our discredit, I fear there is too much truth in what they say.—I hear Mr Cotton has put in a claim of upwards of Tls. 7000 for the fire in his hotel.

CHEFOO.

(Mercury Correspondent.)

August 16.

In a few days, in fact on the 19th inst., the German flag-ship *Leipzig*, Captain Rötger, with Rear Admiral von Pawelsz on board, is expected here, and, I can assure you, the good frigate *Leipzig* is expected here with great pleasure. This fine frigate is, as you are no doubt aware, the flag-ship of the German flying squadron, which paid the Yangtze river ports a 'flying' visit last year, after the riots, until the squadron was called away to Chili, by orders from Berlin, on account of the civil war raging at the time in that country. At that time the squadron was in command of Rear Admiral Valois (now Vice Admiral) but the gallant commander of the flag-ship, Captain Rötger, I.G.N., is still the same. The gallant captain is no stranger in this part of the world, he having been out here years ago as a commander of one of the German gunboats still on this station, the *Wolf* or the *Iltis*, I forget which, about the time when Korea was opened to Foreign trade, a decade of years ago. Captain Rötger was a great favourite in North China, when he was a commander of a gunboat, long ago; we shall be delighted now to see him back as the commandant of the flag-ship; during his first command on our coasts he was promoted to the rank of commander (Korvetten-Kapitain). He has since been promoted to the rank of a full captain (with colonel's rank, 'Kapitain zur See,') and the next time we shall have the pleasure of seeing Captain Rötger in China, we trust it will be with the rank of an Admiral. The German flag-ship is calling here this time on the performance of a most pleasant duty, I understand, which consists in having performed on board of her the marriage ceremony between the Nester of Foreign diplomats in the Far East, Herr von Brandt, the *doyen* of the Diplomatic Body in Peking, and Miss Heard, the daughter of the U.S. Minister, to the Court of Soul, Korea, Mr Augustine Heard. Dr Stübel, German Consul-General from your port, is to perform the civil ceremony, while the Reverend Chaplain on board the flagship will most probably perform the religious rite. His Ex. von Brandt will have no occasion to address his despatches to his future better half in the American language, because I understand Miss Heard is a perfect German scholar. Most vessels of the Peiyang Squadron, which returned some time ago from their summer cruise to 'Foreign parts' have gone from Wei-hai-wei to Port Author since, to be tinkered up a little again at the machine shops of that station. It was supposed that after Captain Lang's experience of the British Navy, no more British Naval officers would be permitted to serve in the Chinese Navy; nevertheless Commander Squire has joined the Chinese fleet; under what arrangements I will not tell you, because I cannot; I simply don't know. The school-ship *Min Chieh* has gone on a training cruise round the northern gulfs.

LATE TELEGRAMS.

(Rangoon Gazette.)

THE DEBATE ON THE ADDRESS.

London, Aug. 11.—There was no debate on the Address in the Commons yesterday, the House being engaged in the swearing in of members.

The debate will be resumed to-day. After the division on Mr Asquith's amendment, the House will adjourn till Monday, when it is expected Ministers will announce their resignation. The House will then adjourn till Thursday, and will probably be prorogued on the 22nd inst.

THE FINSBURY ELECTION.

Bombay, August 10.—The London correspondent of the *Bombay Gazette* wires that Dadabhai Naoroji's election has been confirmed. The scrutiny, so far as it went, showed a majority of five instead of three votes. There appearing no prospect of changing this Captain Peyton stopped the scrutiny proceeding further. The decision has given the greatest satisfaction to the Liberals.

THE OCCUPATION OF EGYPT.

London, August 11.—In the House of Commons last night, Sir Charles Dilke gave notice that he would next Session bring forward a motion to call attention to the declarations made by successive administrations regarding Egypt, and to move an address to the Queen praying for the resumption of the negotiations carried on in 1887 for the neutralization of Egypt under conditions enabling Her Majesty's Government to secure the permanency thereof.

FIGHTING IN MOROCCO.

Tangiers, August 10.—A day's hard fighting has taken place in the neighbourhood of Tangiers between the Angherites and the Moorish troops in which the latter were again repulsed. Several villages have been burnt by the insurgents and the loss on the Moorish side is heavy.

FRANCE AND DAHOMEY.

Paris, August 10.—Advices from the West Coast of Africa state that the French fleet is bombarding the coast of Dahomey. A small column of French troops have had a sharp encounter at Kotonou with four thousand natives who were armed with Winchester rifles. Two French were killed and ten wounded.

THE AMERICAN COTTON CROP.

Washington, August 10.—The Agricultural Bureau's monthly report states the average condition of the cotton crops in eleven cotton states is 82-6/16 per cent, the falling off being 4-19/32 per cent as compared with last month, and 6-19/32 as compared with last year.

THE PRICE OF SILVER.

Washington, August 10.—The Treasury to-day purchased 500,000 ounces of silver at 84·23 to 84·25.

THE BISHOPRIC OF LUCKNOW.

Calcutta, August 8.—The Bishopric of Lucknow has been offered to the Rev. A. Clifford and has been accepted by him. Mr Clifford is Secretary to the Church Missionary Society at Cambridge. He came out to India in 1874 and has since then been engaged in missionary work in Bengal.

OBITUARY.

London, August 11.—The death is announced of General Charles T. Z. Straubenzee.

AFGHAN AFFAIRS.

Simla, August 8.—The latest reports state that Duffadar Atta Mahomed and party, returning from Wano, were attacked on the 2nd instant by 60 Waziris near Rodtai. One horse of the levies was killed and three men and two horses wounded. One Waziri was shot. A sword and saddle-pad belonging to 5th Bombay Cava'ry was recovered, a fact which clearly fastens the guilt of the late shooting of the Bombay Cavalry Sowars upon the Waziris.

Atta Mahomed was deputed to carry a copy of the letter from the Government of India to the Amir complaining of the Waziris' behaviour to Sardar Gul Mahomed. The place where he was attacked is the mouth of the Toi river, where it runs into the Gomal about half-way between Gulkach and Kaparikach. A post will probably be established at the mouth of the Toi.

Simla, August 9.—There is now no doubt that the Hazara rebellion against the Amir is most serious. All the big tribes including Sheik Ali Beaud and others have joined in it. Amir Abdul Rahman has already collected 20,000 regulars and 20,000 levies and other levies are joining his side. He has given out that he intends to crush the Hazaras and to divide up their lands among the tribes, and the levies excited by cupidity and by his promises of rewards are apparently joining him daily in large numbers.

It must be remembered that the rebellion though extremely serious in one sense is not so from another point of view. The Hazaras are fighting purely on the defensive to defend their lands and rights for the present. The situation is distinctly due to the brutality of the Afghan soldiery when quartered among them.

There is not much doubt that the Amir will eagerly welcome Lord Roberts' mission. He will probably try and convince all those now wavering in their support that the Government of India are sending up their Commander-in-Chief and an army to help him.

The letter from the Government of India, offering the mission, left Simla on the 23rd July and an answer may now arrive any day, but the Amir has not yet replied to a letter sent on the 6th July complaining of the attitude of the Waziris, so delay must not surprise one, and the answer when it arrives is not at all unlikely to stipulate that Kabul and not Jelalabad shall be the meeting place.

Simla, August 10.—News has reached Dr Robertson which clearly points to a fresh collision between the Russians and Afghans at Nezatask, but details are wanting.

Allahabad, August 10.—There is no truth in the report that in case Lord Roberts should proceed to Jellalabad at the head of the Mission, Sir George Greaves will act as Commander-in-Chief. No such officiating appointment will be necessary.

The rebellion among the Hazaras spread so steadily that the Amir is said to have collected 20,000 regular troops and a similar number of levies in order to subdue it. He has announced his intention of dividing Hazarajat among the Afghan tribesmen when the rising is crushed.

Simla, August 10.—The Firozkuhis are raiding in the Sarepul district and the rebellious condition of Maimend prevents the Afghan General there from marching against them.

Simla, August 11.—The health of Captain Aylmer, V.C., has completely broken down, severe inflammation of the eyes following upon fever. He will be invalided from Gilgit on the arrival of Lieutenant Joly de Lotbiniere.

Yet further trouble has occurred in Afghanistan. The Firozkuhis section of the Char Aimaks, are reported to have sent raiding parties into Sar-I-pul District, east of Maimana. The Firozkuhis hold the country east of Kala Nao, between the great mountain ranges of Band-I-Turkistan and Safed Koh, wherein lie the sources of Murghab river. This fresh rising is directly due to the recent revolt among the Uzbegs about Maimana. The Governor of the latter district is unable to deal with the Firozkuhis owing to the danger which threatens him nearer home.

The levies which revolted were unsuccessful in their attack on Maimana but they are not yet dispersed. The town of Sar-I-pul is half-way between Maimana and Balkh. The Uzbeg and the Firozkuhi risings, if not directly due to intrigues set on foot from beyond the Russo-Afghan border after the Kala Nao affair, seem to have some connection. As matters go it would not come as a surprise to hear of an active rebellion breaking out in the immediate neighbourhood of Herat itself.

THE CURRENCY QUESTION.

Bombay, August 10.—The Indian Currency meeting is arranged for to-night. Mr Cox, Accountant General, will be one of the principal speakers. He proposes that the fluctuations and the fall in the value of the rupee have been prejudicial to the interests of India, and that as there seems no immediate prospect of an international agreement in favour of a double standard it is desirable that the Government of India should be granted liberty to close the mints to the coinage of private silver and declare a gold standard, or adopt some other method giving a stable value to the rupee. The Currency meeting was highly successful and the foregoing Resolutions spoken to and carried.

Mr Cox, the Accountant General, said:—Gold could probably be caused to circulate by making silver a legal tender only to a certain amount. This, however, is a difficulty which is rather perplexing and upon which I cannot speak except with great diffidence. At present my own impression is that perhaps it would be best not to think of introducing gold coinage into India. I am aware from a memorandum by Sir David Barbour, which has lately been published in the papers, that that very high authority does contemplate the introduction of a gold coinage, but he seems also to recognise the probability of gold coins commanding a premium and of a necessity arising that Government should buy up the redundant silver coins at a considerable cost to the State. It seems to me that the cost of this would be very great indeed, for all who hoard rupees would be offering them for sale at our buying centres. I am therefore rather inclined to think that India may have to content itself with what Java now has, a silver currency and a nominal gold standard, and if such a scheme were adopted it would, I think, have this advantage that the Government of India would make a profit out of its silver coinage which might be very usefully employed in the interests of the country. The suggestions which I throw out on this point are these.

The Secretary of State might, in the first place, with a portion of the gold which he receives, purchase just enough silver bullion at say 38d. an oz. as could coin the same number of rupees as he has sold at say 45d. an oz. The balance of the gold he could use in paying off the India gold debt or he might invest the whole of the surplus gold in silver bullion and have it all coined into a larger number of rupees than he has sold, the excess being available for the construction of reproductive public works.

You will gather from what I have said that I am as yet by no means settled in my views regarding details, and very much doubt whether there is any one in India who has fixed ideas on these points. I fully believe, however, that Government will be able to devise some method which will be an enormous improvement upon the present system of unrestricted silver coinage.

Mr Acworth, the Chairman, said:—The long summary of evils caused to this country during the past twenty years by the instability of silver which is contained in the petition, comprises here and there perhaps a statement of fact or reason with which some of us may not altogether concur, and it is inevitable it should be so. But these circumstances do not furnish any adequate reason for refusing to adopt the petition if our opinions are in accordance with its main general proposition that the country, whether from the point of view of those who govern, those who trade in it, or those who pay taxes in it, has suffered and suffered most grievously from the instability of the rupee, and stands at this moment face to face with the prospect of greater sufferings. I have discussed the question at present before us with many of the ablest men in this city who are opposed to the movement which we are here to advocate. I have asked them whether they can seriously argue that a currency, of which from day to day and even from hour to hour you can never know the value, can be a good thing for trade. I have not found one who is able to answer this question in the affirmative. It seems to me, I speak with great diffidence, that when you come to analyse the arguments of those who disagree with us, they reduce themselves to this, that in their judgment it is not a low exchange nor yet a fluctuating exchange but a falling exchange which is valuable, because it gives a stimulus to the export trade.

But, gentlemen, I would ask you to consider whether such an argument does not answer itself. It is evident that neither silver nor any other form of metallic currency can go on falling for ever and when you have reached the bottom, when say the rupee has descended to eightpence or sixpence, what then? You will be in a position which offends against another axiom of political economy, namely, that the medium of exchange shall or ought to contain great value in small bulk, and you will have come to the end of all the advantages which a constantly falling exchange, according to your own showing, procures for you.

I only trust that this petition which has already been subscribed by more than two-thirds of the firms which constitute the Bengal Chamber of Commerce, and which is already supported by thousands of other signatures, may receive from the Commons of Great Britain the attention which it deserves. The country, in my humble opinion, owes a deep debt to those gentlemen who commenced the movement and specially to my Honourable and distinguished friend Mr Mackay for the able and vigorous manner in which he has discharged and is discharging the duties of the office of President.

PASSENGERS EXPECTED.

Per P. & O. steamer *Parramatta*, from London, July 22.—To Shanghai: Mr O. Johnson. To Hongkong: Lieut. A. W. Wylde, Private J Cox, Mr H. A. Meggs, R.N. From Brindisi.—To Hongkong: Mr and Mrs J. F. Broadhurst.

Per P. & O. steamer *Massilia* from London, Aug. 15.—To Hongkong: Lieut. E. C. Ruck Keene.

Per P. & O. steamer *Britannia*, from London, Aug. 19.—From Brindisi.—To Hongkong: Mr and Mrs Ho Tung.

Per P. & O. steamer *Carthage*, from London, Sept. 1.—To Shanghai: Miss Cumber, Mrs Macfarlane, Miss Smith, Miss Macey, Mr Mason, Dr Brenner Mrs Pristhard. From Brindisi.—To Hongkong: Mr V. Deacon.

Per P. and O. steamer *Thames*, from London, Sept. 3.—To Yokohama: Lady Mabel Fitzgerald, Lady Nesta Fitzgerald.

Per P. & O. steamer *Victoria*, from London, Sept. 16.—To Shanghai: Mr Ekvare, Miss Ekvare, Mr Birrell. From Brindisi: To Hongkong.—Mr R. T. Wright.

Per P. and O. steamer *Oceana*, from London, Sept. 30.—To Shanghai: Miss A. Lawrence. To Hongkong: Mr and Mrs Bottomley and child, Mrs Alford and two children.

Per P. and O. steamer *Arcadia*, from London, Oct. 14.—To Shanghai: Mr F. G. Cockey. To Hongkong: Mr and Mrs Sandeman.

Per P. and O. steamer *Rome*, from London, Oct. 28.—To Yokohama: Mrs Kirkes. To Shanghai: Dr and Mrs Hart, Dr Walton, Miss Harris, Miss M. Harris, Miss Thornborough, Dr Gillison. To Hongkong: Mrs A. B. Johnson and three children, Rev. G. Williams, Miss Carling, Miss Parslow.

Per Messageries Maritimes steamer *Sydney*, from Marseilles, August 7.—To Shanghai: Mr Ledue. ToHongkong: Mr G. Slade.

Per Messageries Maritimes steamer *Oxus*, from Marseilles, Sept. 18.—To Shanghai: Mr and Mrs Frank Smith and child, Mr H. Bell.

Per Messageries Maritimes steamer *Natal*, from Marseilles, Oct. 2.—To Shanghai: Mr and Mrs Buchheister.

Quotations.

HONGKONG, August 25, 1892.

OPIUM—New Patna, cash,	...	580/581½
" Old " cash,	...	612½
" New Benares, cash,	...	590/59[illegible]
" Old " cash,	...	592½
" New Malwa credit,	...	520
" Allowance, Catties,	...	1½
" Old Malwa, credit,	...	530/40
" Allowance, Catties,	...	1/2½
" Persian, Oily, cash,	...	—
" Allowance, Catties,	...	—
" Persian, Paper tied,	...	430/50
" Allowance, Catties,	...	1/4½

Exchange.

HONGKONG, August 25.

On London—		
Bank, Wire,	...	2/9
" On demand,	...	2/9½
" 30 days' sight,	...	2/9½
" 4 months' sight,	...	2/9½
Credits, 4 "	...	2/9½
Documentary, 4 months' sight,	...	2/9⅝
On Paris—		
On demand,	...	3.48
Credits, 4 months' sight,	...	3.56
On Berlin—Demand,	...	2.81
On New York—		
On demand,	...	67½
Credits, 60 days' sight,	...	69
On Bombay—		
Wire,	...	226
On demand,	...	226½
On Calcutta—		
Wire,	...	226
On demand	...	226½
On Shanghai—		
On demand,	...	72
30 days' sight, private paper,	...	72½
Gold

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 7th September, 1892, at Noon, the Company's S.S. *YARRA*, Commandant DE MAUBEUGE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th September, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 24, 1892. 1466

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.

Peru.....THURSDAY, Sept. 8.
City of Rio de Janeiro...THURSDAY, Sept. 29.
City of Peking.....SATURDAY, Oct. 22.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, *vid* YOKOHAMA, on THURSDAY, the 8th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. $225.00
To Liverpool and London $325.00
To Paris and Bremen $345.00
To Havre and Hamburg $335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Trip Tickets.
Kansas City, Mo., Omaha, Neb	285.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	299.50	295.00
Cincinnati, Ohio	302.30	301.50
Columbus, Ohio	304.25	304.00
Detroit, Mich.	304.95	302.75
Cleveland, Ohio	306.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn	319.75	312.50
New York	319.75	315.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months $337.50
12 " $393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 % from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, August 20, 1892. 1440

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,
BY
ERNEST J. EITEL, PH.D., TUBING.
THIRD EDITION,
REVISED, WITH ADDITIONS.

Price, ... $1.50.

LANE, CRAWFORD & Co.

Mails.

CANADIAN PACIFIC RAILWAY CO.'s ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of India	Saturday	Sept. 10.
Empress of Japan	Saturday	October 8.
Empress of China	Saturday	Nov. 5.

THE R. M. S. *EMPRESS OF INDIA*, Lieut. O. P. MARSHALL, Commander, R.N.R., sailing at Noon, on SATURDAY, the 10th September, with Her Majesty's Mails, will proceed to VANCOUVER, *vid* SHANGHAI, KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One way Fares.	Prepaid Return 4 Mos	Prepaid Return 12 Mos
Vancouver, Victoria, Esquimault, New Westminster, B.C.			
Port Townsend, Seattle, Tacoma, Wash	225	338	394
Portland, Ore., San Francisco, ...			
Banff, Calgarry Alba	255	383	487
Winnipeg, Man	275	413	482
Minneapolis, St. Paul, Duluth Minn.	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	295	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Ningara Falls N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.....	310	465	543
Washington, D.C., Boston, Mass Portland Me.....			
Halifax, N.S., St. John, N.B.			
Liverpool, and London via Liverpool	325	576	650
Paris via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg "	355		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark Passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China or Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

—CONSULAR INVOICES of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCELS must be sent to the Company's office with address marked in full by 5 p.m. on the day previous to sailing.

For Further information as to Passage and Freight, apply to

E. HOLLOWAY,
General Agent,
OFFICE: *Pedder's Street*.

Hongkong, August 20, 1892. 1441

Intimations.

TRADE MARK.

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

WING HONG,
TAILOR, DRAPER & OUTFITTER,
HAS JUST RECEIVED
A LARGE ASSORTMENT OF
NEW STYLES OF GOODS
OF ALL KINDS
FOR SUMMER WEAR.

All Kinds of CLOTHES
MADE, AND PERFECT FIT GUARANTEED
AT LOWEST PRICES.

Please make a call.

68, QUEEN'S ROAD CENTRAL. 1100

A CURE FOR ASTHMA!!!
GRIMAULT'S
Indian Cigarettes.
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds; with Wheezing, Bronchitis, Insomnia, Catarrhal Affections and Difficulty in Expectoration, are promptly relieved by these Cigarettes.
GRIMAULT & CO., Paris. Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION.
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaiba, have not the inconvenience of producing Nausea.
MATICO INJECTION is used in recent
MATICO CAPSULES are in the more Chronic Cases.
GRIMAULT & CO., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., *Chemists*.

Intimations.

THE MIIKE COAL MINING COMPANY.

THE MIIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be THE BEST AND THE MOST ECONOMICAL OF ALL THE JAPANESE COALS.

Its export is increasing yearly, and the opinions expressed by several of THE LARGEST REGULAR CONSUMERS are in testimony of the EXCELLENT QUALITIES OF THIS COAL.

ATTENTION is called to the following ADVANTAGES to Shipowners and Captains, who Coal their Bunkers direct from the Undersigned:—

Freshness of the Coal.
Uniformity of quality.
Freedom from impurities.
Supply in any quantity on shortest notice.
Quick despatch.
Best of weight, etc., etc.

MITSUI BUSSAN KAISHIA,
Sole Agents.

Hongkong, July 23, 1892. 1273

PRIVATE BOARD AND RESIDENCE,
'GLENEALY BUILDINGS,'
(Nos. 12 and 14, Wyndham Street.)

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS, also Accommodation for TABLE BOARDERS.

Hongkong, July 4, 1892. 1094

I took Cold,
I took Sick.
I TOOK
SCOTT'S
EMULSION
RESULT:
I take My Meals,
I take My Rest,
AND I AM VIGOROUS ENOUGH TO TAKE ANYTHING I CAN LAY MY HANDS ON; getting fat too, FOR SCOTT'S Emulsion of Pure Cod Liver Oil and Hypophosphites of Lime and Soda NOT ONLY CURED MY Incipient Consumption BUT BUILT ME UP, AND IS NOW PUTTING
FLESH ON MY BONES
AT THE RATE OF A POUND A DAY. I TAKE IT JUST AS EASILY AS I DO MILK." SUCH TESTIMONY IS NOTHING NEW. SCOTT'S EMULSION IS DOING WONDERS DAILY. THREE TIMES AS EFFICACIOUS AS PLAIN OIL. TAKE NO OTHER.
Sold by all Chemists.
SCOTT & BOWNE, LIMITED,
47 FARRINGDON ST., LONDON, E.C.

Sole Agents for China and Hongkong:
MESSRS. A. S WATSON & Co., LTD.

Intimations.

NOW READY.

Vol. XX.—No. 2.
'CHINA REVIEW'
CONTAINS

The History of the *Wu-yan* or *Wu-huan* Tunguses of the First Century. Followed by that of their Kinsmen the *Sien-pi*.
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DR. KNORR'S ANTIPYRINE "LION BRAND." (Dose for adults 15 to 35 grains troy) is the most approved and most EFFICACIOUS REMEDY in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING COUGH, INFLUENZA, DENGUE, and MANY OTHER COMPLAINTS. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty.

Ask for Dr. Knorr's Antipyrine! Lion Brand. Each tin bears the inventor's signature "Dr. Knorr" in red letters.

DERMATOL is the best vulnerary; its effect in stimulating the closing of wounds is described as amazing.

To be had of every reputed Chemist and Druggist.

Supplies constantly on hand at CHINA EXPORT, IMPORT & BANK COMPAGNIE, Hongkong and Shanghai, Sole Agents for China.

Beware of spurious imitations!!! 1069

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NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
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GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

SHARE LIST.—QUOTATIONS.—August 25, 1892.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp., New Issue.....	80,000	$ 125	all	70 % prem., ex div.
Bank of China, Japan and Straits, Ltd.	99,875 *1,250	£ 10 £ 1	£ 1.15 1	$3, buyers £18, buyers
National Bank of China, Limited...	...	£ 10	£ 5.10	40 % dis.
MARINE INSURANCES.				
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$98
China Traders' Insurance Co., Ld....	24,000	$ 33.33	$ 25	$60, sales and sellers
North-China Insurance Co., Ld.....	5,000	£ 200	£ 60	Tls. 215, buyers
Straits Insurance Co., Ld.....	30,000	$ 10	$ 2	$13½, sellers
Union Insurance Society Co., Ld....	10,000	$ 250	$ 25	$88, sellers
Fangtsze Insurance Association, Ld.	8,000	$ 100	all.	$102
FIRE INSURANCES.				
China Fire Insurance Co., Ld.....	20,000	$ 100	$ 20	$84½
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$250, sales
Straits Fire Insurance Co., Ld.....	20,000	$ 10	$ 2	$15, sellers
FIRE AND MARINE INSURANCES.				
Singapore Insurance Company, Ld.	40,000	$ 100	$	$8
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	a	73 % prem., ex div.
STEAMBOATS.				
China and Manila S. S. Co., Ld.....	5,000	$ 50	all	$26, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$38
H.K. C. and M. Steamboat Co., Ld.	80,000	$ 20	all	$28
Indo-China S. N. Company, Limit	60,000	£ 10	all.	45 % div.
Steam Launch Company, Limited...	2,000	$ 50	$ 3	$30, sellers
China Mutual S. N. Co.	20,000	£ 10	£ 10	£9, sellers
			£ 5	£5, sellers
Do. (new issue).	20,000	£ 10	£ 1	£3.10
REFINERIES.				
China Sugar Company, Limited.....	15,000	$ 100	all	$135
Luzon Sugar Company, Limited.....	7,000	$ 10	all	$30
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	20,000	$ 50	a...	$44, sales
Wanchai Warehouse and Storage Company, Limited	2,500	$ 100	$ 37½	$42½
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.....	50,000	$ 100	$ 50	$53, sales and sellers
Kowloon Land and Building Company, ...	6,000	$ 50	$ 30	$7
Humphreys' Estate & Finance Co...	1,900	$ 10	all	$18½
West Point Building Co., Limited..	12,500	$ 50	$ 4	$20, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ld.	1,200	$ 100	all	$40, sellers
MINING.				
Jelebu Mining & Trading Co., Ld.	4,500	$ 5	all	$5½, buyers
Punjom Mining Co., Ld.	50,000	$ 10	all	$1.50, sales
Selama Tin Mining Company, Limited.....	115000	$ 5	$ 2½	2½ cts., sellers
Société Francaise des Charbonnages du Tonkin	25,000 8,000	$ 5 Fcs. 500	$ 5 Fs. 5	$1, sellers $125
The Balmoral Gold M'ng Co., Ld.	15,000	$ 10	all	25 cents
New Imuris Mines, Limited	175000	17/6	£ 1	$1.30
Raub Syndicate.....	1,000,000	£ 1	17/11	40 cents
Société Francise des Houilleres de Tourane	8,000	Fcs. 500	F. 500 375	75 % dis., sellers
PLANTING, ETC.				
China-Borneo Company, Ld. in Liq.	7,500	$ 100	$ 55	$1
H. G. Brown & Co., Limited.....	6,000	$ 50	all	$16, buyers
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited.....	4,000	$ 50	$ 50	$44½, sellers
Hongkong Hotel Company, Ld.... 3,000 sh. issued	6,000	$ 50	all	$21½
DISPENSARIES.				
A. S. Watson & Co., Limited.....	50,000	$ 1	all	$15, buyers
Dakin, Cruickshank & Co., Ld.....	50,000	$ 1	all	$2, buyers
LIGHTING.				
H.K. and China Gas Co., Limited.	5,100	£ 10	all	
New Shares.....	1,900	£ 10	£ 7.10	$102
Hongkong Electric Co., Limited.....	30,000	$ 10	$ 8	$2½, buyers
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	all	$5
Hongkong Brick & Cement Co., Ld.	4,000	$ 25	$17.50	$7½, sellers
MISCELLANEOUS.				
Campbell, Moore & Co., Limited ...	1,200	$ 10	all	$4, sellers
Geo. Fenwick & Co., Limited.....	6,000	$ 25	$ 2	$14, sales
Hongkong Bakery Company, Ltd	600	$ 5	all	$85, sellers
Hongkong Dairy Farm Co.....	3,000	$ 10	all.	$5
Hongkong Ice Company, Limited ...	6,000	$ 25	all	$67
China Rope Manufactory Co., Ld.	3,000	$ 50	all	$95

* Founder's shares.

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	$1,594,709.14	$500	8 % p. annum	1½ % prem., buyers
" 1898	Tls. 767,250	Tls. 250	7 " "	12 % prem., buyers
DEBENTURES.				
Hongkong Hotel Mortgage Debentures 1899	$ 400,000.00	$500	6 " pre...	$5 0

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's N.	Anchor	Nationality.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Alwine	4 h	Petersen	Ger. str.	400	Aug. 24	Wieler & Co.	Hoihow	To-morrow
Batavia	...	Hill	Brit. str.	1771	Aug. 12	Dodwell, Carlill & Co.	K'loon Dock	
Belgic	5 c	Walker	Brit. str.	2695	Aug. 19	O. & O. S. S. Co.	San Francisco	30th inst.
Benglue	10	Farquhar	Brit. str.	1158	Aug. 23	Gibb, Livingston & Co.		
Borenics	5 c	Mersa	A-Hun str.	1494	Aug. 22	David Sassoon, Sons & Co.	Bombay, &c.	To-morrow
Catherine Apear	5 c	Olifent	Brit. str.	1733	Aug. 21	David Sassoon, Sons & Co.	Singapore	30th inst.
Charters Tower	8 h	Alex. Murray	Brit. str.	1905	Aug. 23	Mitsui Bussan Kaishia	Kuchinotsu	
Cosmopolit	...	Schaefer	Ger. str.	551	Aug. 20	Wieler & Co.	Tourone and Quinhon	K'loon Dock
Crown of Arragon	5 c	Dorward	Brit. str.	1486	Aug. 21	Gilman & Co.		
Donar	3 c	Grundmann	Ger. str.	1015	Aug. 24	Wieler & Co.		
Eugenie	9 c	Hansen	Norw. str.	1800	Aug. 21	Order		
Guthrie	5 c	Helms	Brit. str.	1492	Aug. 24	Gibb, Livingston & Co.	Sydney, &c.	28th inst.
Guy Mannering	5 c	Ford	Brit. str.	1829	Aug. 25	Siemssen & Co.	New York	To-morrow
Hailoong	5 h	Hall	Brit. str.	783	Aug. 25	Douglas Steamship Co.		
Haiphong	5 c	Galletti	Fch. str.	874	Aug. 22	Messageries Maritimes	Haiphong	29th inst.
Haitan	5 h	Goddard	Brit. str.	1183	Aug. 24	Douglas Steamship Co.	Coast Ports	To-morrow
Hesperia	10	Witt	Ger. str.	1136	Aug. 25	Siemssen & Co.	Yokohama & Hiogo	27th inst.
Holstein	3 c	Bruhn	Ger. str.	985	Aug. 14	Wieler & Co.	Saigon	To-morrow
Kong Beng	3 h	Jackson	Brit. str.	862	Aug. 23	Yuen Fat Hong	Bangkok	27th inst.
Kowshing	3 h	Galsworthy	Brit. str.	1355	Aug. 24	Jardine, Matheson & Co.	Amoy	27th inst.
Kwong Mo	...	...	Brit. str.	...	...	Chinese	.....	K'loon Dock
Loksang	5 c	Moncur	Brit. str.	978	Aug. 25	Jardine, Matheson & Co.		
Nürnberg	10	Blanke	Brit. str.	2007	Aug. 21	Melchers & Co.		
Ooryia	5 k	Hamlin	Brit. str.	419	May 23	Butterfield & Swire	.....	Laid up
Pathan	5 c	Wright	Brit. str.	1600	Aug. 6	Dodwell, Carlill & Co.		
Pilot Fish	4 h	Scopani	Brit. tug.	161	.....	H. K. & W. Dock Co.		
Presto	5 c	Jessen	Ger. str.	656	Aug. 22	Siemssen & Co.	Kobe	
Propontis	4 h	Farrand	Brit. str.	1567	Aug. 18	Arnhold, Karberg & Co.	Saigon	To-morrow
Sikh	8 h	Rowley	Brit. str.	1736	Aug. 25	Order		
Zambesi	...	Edwards	Brit. str.	1560	May 8	.....	Laid up	For sale
Sailing Vessels.								
Aurora	5 c	Wagner	Brit. bqe.	295	Aug. 17	Chinese		
Belle of Bath	5 k	Blethen	Amer. sh.	1347	June 27	Jardine, Matheson & Co.		
Carl Friedrich	9 c	Haak	Ger sh.	2208	July 22	Reuter, Brückelmann & Co.		
Cambusdoon	8 c	Carland	Brit. bqe.	1209	Aug. 21	Master		
Camelot	9 c	Peters	Brit. bqe.	369	July 12	Captain		
Charger	9 c	Goodell	Amer. sh.	1374	Aug. 4	Captain		
Constance	9 c	Kingley	Brit. sh.	1596	Aug. 18	Captain		
Elsa	8 c	Bremers	Ger. sh.	1375	Aug. 16	Arnhold, Karberg & Co.		
Florence Treat	5 k	Paulsen	Brit. bqe.	724	Aug. 24	Order		
Heinrich	4 k	Henne	Ger. bqe.	923	July 22	Chinese		
Isaac Reed	9 c	Waldo	Amer. sh.	1499	Aug. 14	Reuter, Brückelman & Co.		
J. W. McLeod	5 k	Henderson	Brit. sh.	1595	June 9	Captain		
Kingdom of Saxony	5 c	Broom	Brit. bqe.	538	Aug. 14	Jardine, Matheson & Co.		
Kitty	5 k	Nelson	Brit. bqe.	803	July 25	Master		
Levuka	4 c	Travis	Brit. bqe.	1425	Aug. 2	Carlowitz & Co.		
Marabout	9 c	Ferguson	Brit. sh.	1445	Aug. 18	Hewett & Co.		
Nam Shun Sing	3 h	Look Lai Tong	Chi. sch.	300	Aug. 24	Chinese		
Oriente	9 c	Maresca	Italian sh.	1436	Aug. 17	Jardine, Matheson & Co.		
P. N. Blanchard	5 k	Blanchard	Amer. sh.	1503	June 15	Reuter, Brückelmann & Co.		
Richard Parsons	...	Thorndike	Amer. bqe.	1115	Aug. 20	Arnhold, Karberg & Co.	.....	Co's'an Dock
Santa Cruz	8 c	Saade	Amer. brig	92	Aug. 22	Wieler & Co.		
Sierra Miranda	5 k	McMaster	Brit. sh.	1808	Aug. 3	Captain		
Sterling	5 k	Goodwin	Amer. sh.	1663	June 29	Jardine, Matheson & Co.		
Tarapaca	5 k	Kenett	Brit. bqe.	450	May 27	Order		
T. D. Bischoff	5 k	Meyer	Ger. sh.	1808	July 21	Melchers & Co.		
Velocity	3 c	Martin	Brit. bqe.	478	Aug. 14	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captains.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Shanghai
Archer	cruiser 3rd class	3560	6	—	Comd. Scott Rogers	Nagasaki
Caroline	cruiser 3rd class	1400	14	1440	Captain Clutterbuck	Shanghai
Egeria	surveying ship	749	—	—	Commander A. M. Field	Sandakan
Esk	g-bt. 3rd class coast defence	363	3	340		Shanghai
Firebrand	gunboat 2nd class	455	1	160	Lieut.-Com. L. G. Tufnell	Hongkong
Hyacinth	cruiser 3rd class	1420	8	1190	Captain Robt. W. Craigie	Nagasaki
Impérieuse*	twin-screw barbe ship	8400	10	10000		Shanghai
Leander	cruiser 2nd class	4300	10	5500	Captain Borges Watson	Yokohama
Linnet	gun-vessel 2nd class	755	5	1050	Commander V. A. Tisdall	Shanghai
Mercury	cruiser 2nd class	3730	13	7290	Capt. Chas. J. Balfour	Singapore
Pallas	cruiser	2575	20	7500	Captain Angus MacLeod	Shanghai
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Ingram	Shanghai
Penguin	cruiser	1030	—	—	Captain W. V. Moore	Surveying
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Hewett	Chinkiang
Plover	gunboat 1st class	755	6	1200	Lieut.-Com. Lewis Knox Bell	Singapore
Porpoise	cruiser 3rd class	1770	2	3500	Commander Barr	Hongkong
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. J. G. Hough	Hoihow
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. F. Wm. Freeman	Chefoo
Severn	cruiser 2nd class	4050	12	6000	Captain T. H. Henderson	Shanghai
Swift	gun-vessel 2nd class	756	2	1000	Commander Kirby	Chemulpo
Tyeadr	g-bt. 3rd class coast defence	363	3	340		Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore H. B. Pelliser, R.N.	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Freemantle, K.C.B., C.M.G.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Hitchcock	Nagasaki
Alexandrine	German cruiser	1342	—	—	Captain von Frantzius	Swatow
Aspic	French gunboat	470	4	450	Commander Journet	Kiukiang
Bengo	Portuguese gunboat	462	—	—	Captain J. J. Moreiro	Macao
Charleston	U. S. cruiser	3730	8	—	Captain Remey	Kobe
Curlatine	Italian cruiser	363	—	—	Captain S. Palermo	Shanghai
Diu	Portuguese gunboat	706	—	—	Captain H. M. Gomes	Macao
Dmitri Donskoy	Russian cruiser	6000	—	—	Capt. Alessen	Nagasaki
Iltis	German gunboat	489	—	—	Captain Müller	Shanghai
Inconstant	French gunboat	800	—	—	Capt. de Jonquières	Shanghai
Lancaster	U. S. cruiser	2120	—	—	Capt. Loly	Amoy
Leipzig	German frigate	460	—	—	Captain Retger	Yokohama
Lion	French gunboat	460	—	—	Lieutenant Papaix	Amoy
Latin	French gunboat	485	4	42	Captain Nény	Touron
Marion	U. S. corvette	1900	7	1170	Commander Bartlett	Nagasaki
Mahdjour	Russian cruiser	1700	—	—	Captain V. Brandt	Kobe
Monocacy	U. S. sloop	1370	5	1470	Lieut.-Com. Barber	Shanghai
Pamiat Azova	Russian cruiser	6500	—	—	Captain Bauer	Amoy
Palos	U. S. gunboat	430	6	500	Lieut.-Com. Rich	Nagasaki
Petrel	U. S. gunboat	884	—	—	Lt.-Com. M. R. S. Mackenzie	Shanghai
Pluvier	France gunboat	540	—	440	Lieut.-Commander Lapied	Haiphong
Reina Cristina	Spanish cruiser	3000	—	—	Captain Pedro Casorla	Amoy
Sivoutch	Russian cruiser	900	1	1000	Commander Plaksin	Shanghai
Takout	Russian gunboat	705	—	—	Captain Chinilusky	Hongkong
Triomphante	French cruiser	4500	—	—	Capt. Borel de Brétizel	Saigon
Velasco	Spanish cruiser	—	4	—	Captain Jose Ferrandiz	Shanghai
Villars	French cruiser	—	—	—	Captain Thounas	Shanghai
Vipere	French gunboat	480	4	120	Commander Constolin	Chinkiang
Vitiaz	Russian cruiser	2560	—	—	Captain Zarine	Shanghai
Volturno	Italian gunboat	346	—	—	Captain Cev. Ricotti	Shanghai
Wolf	German gunboat	334	6	340	Captain Heilhoff	Shanghai

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